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No. 139 JANUARY, 1966

Published first Thursday of the month

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Sunday start for H.M.S. Hecate's commission

TAUNTON 'ADOPTS' SHIP

H.M.S. Hecate, the second of a new class of three Survey/Oceanographical ships being built by Messrs. Yarrow and Co., Ltd., commissioned at Scotstoun, Glasgow, on Sunday, December 19. It is unusual for a ship to commission on a Sunday, but in order to give the ship's company Christmas leave before sailing for survey operations in the Bay of Biscay area, the ship had to leave for Devonport on December 20. As the ship's company could not move on board until the 18th, and Lady Yarrow, who launched the ship had other engagements on that day, it was decided to hold the ceremony on the Sunday.

The new ship has been officially 'adopted' by Taunton, Somerset, the home of the Navy's Hydrographic Supplies Establishment, which will, in due course, be publishing the results of Hecate's survey work.

Among the guests at the ceremony were Vice-Admiral Sir David Gregory, the Flag Officer, Scotland and Northern Ireland, Rear-Admiral E. G. Irving, the Hydrographer of the Navy, the Mayor of Taunton, Alderman H. V. Ellis, and Mrs. Ellis, and the Town Clerk, Mr. K. Horne, and Mrs. Horne.

REAR-ADMIRAL RETIRING

The function was probably the last official one for Rear-Admiral Irving, as he retires from the Service this month. During his term of office the Navy has taken a greatly in-

creased interest in oceanography which has, in turn, led to this new class of ship being built.

H.M.S. Hecate (Cdr. J. D. Winstanley, R.N.), displaces 2,800 tons, is 260 feet in length, 50 feet in the beam and has a 16 foot draught. She has a speed of 14 knots and a range of 12,000 miles. The ship can operate anywhere in the world, being fitted with air conditioning on the one hand and a strengthened hull for operating in ice on the other. A novel feature is a propeller fitted athwartships in the bow which will enable the ship to maintain her position against the in-

fluences of wind and sea when stopped for scientific observations.

Equipment includes a Wasp helicopter and a Land-Rover and she has a complement of 12 officers and 100 ratings. Additional accommodation is provided for six scientists when required.

ALL THE NICE GIRLS . . .



Miss Gibraltar visits H.M.S. Tiger at Gibraltar before leaving for London to take part in the 'Miss World' competition

RESCUED THREE—LOST OWN LIFE

LIEUT. Peter Gordon Robertson, R.N., of Falmouth, First Lieutenant of the landing craft H.M.S. Bastion, was drowned on December 19, the day after his 28th birthday, while heroically rescuing three Iranians from a sinking dhow during a gale in the Persian Gulf.

Bastion had gone to the aid of the dhow which was in difficulty and in danger of sinking and, despite the 15-ft. high waves the dhow was taken in tow and a life-raft, manned by Lieut. Robertson and E.M. Charles Powell (29), of Enfield both wearing life-jackets was floated down to the dhow to evacuate the 8 passengers. But the dhow foundered and the life-raft towline had to be cut when it fouled Bastion's rudder.

Lieut. Robertson, a strong swimmer, left the life-raft and swam towards the survivors. He held one under each arm and started to swim back to the ship. A third survivor, who had been clinging to some flotsam, caught hold of Lieut. Robertson as he swam past. These three survivors were rescued, but their combined weight proved too

(Continued in column 5)

Courageous rescue attempt

THE Queen's Commendation for brave conduct has been awarded to Air Mechanic Colin Thorne (26), of R.N. Air Station, Culdrose, who was winched down from a helicopter to attempt the rescue of a girl swimmer in difficulties in the sea off Perran Sands, Cornwall, last August.

Colin Thorne had to battle against a strong current, which kept throwing him against the rocks, before he was able to reach the girl. He was then winched up into the Wessex helicopter holding the girl in his arms and at the same time administering the 'kiss of life'—unfortunately without success.

The citation, published in the 'London Gazette' on December 17, stated "Throughout these operations Air Mechanic Thorne showed remarkable coolness, courage, determination and a complete disregard for his own personal safety."

Leading Air Mechanic's Special Commendation

THE first operational award for service in hovercraft has been made in the form of a Special Commendation to Leading Air Mechanic Norman Rottenberry (24) of Stanton Harcourt, Oxfordshire for his initiative, resourcefulness and devotion to duty during the hovercraft trials in the Far East.

During the trials an SRN 5 hovercraft was taken 350 miles inland up the Sungai Rajang in Sarawak, negotiating rapids, shinglebanks and rocky narrows on the way up river. During the return journey a mechanical defect made further progress unsafe and the hovercraft was forced to beach on shingle.

L.A.M. Rottenberry worked in intense heat in cramped conditions with only basic tools and successfully carried out a

difficult repair. Later, a serious oil leak was located and it was found that a spare part was needed and a long delay in the jungle river seemed inevitable.

VILLAGE SEARCH

L.A.M. Rottenberry searched through village stores and found and adapted an outboard motor component which effected the repair. This enabled the Hovercraft Unit to return to Base with minimum disruption of their trials programme.

The specially printed commendation was presented to L.A.M. Rottenberry at Singapore Naval Base shortly before the first members of the Unit left the Far East to return to the United Kingdom.

The small Inter-Service Trials Unit went out to the Far East early in 1965 to evaluate the hovercraft's potential as an amphibious transport vehicle for the Services. Its commanding officer, Major Roger Harris, Royal Corps of Transport, of Portsmouth, said in Singapore: "We have had a thoroughly interesting year and learned a great deal. We feel the trials have been successful."

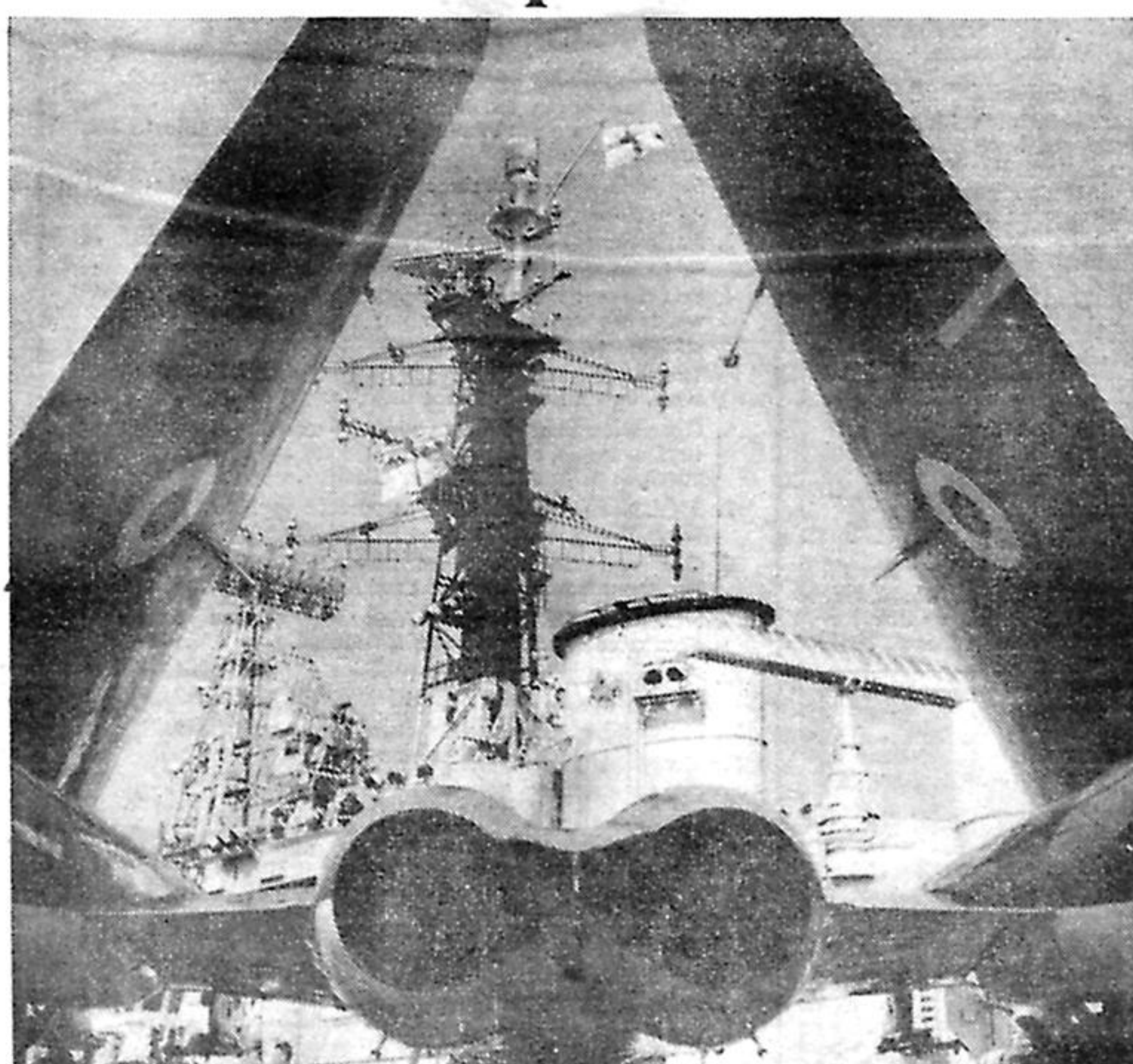
(Continued from column 4)

much for Lieut. Robertson, who was drowned.

The signal from the Persian Gulf describing the officer's gallant action stated, "Lieut. Robertson personally saved three lives and tragically lost his own in so doing. He displayed courage of the highest order."

Lieut. Robertson, who was married, joined the Royal Navy in 1956, represented Dartmouth College at swimming and water polo, and was awarded the Queen's telescope as the best divisional midshipman of his term.

C-in-C 'captures' carrier



The man behind the camera that produced this expressive picture obviously possesses a keen eye for detail. Not surprising, perhaps, for he is the Commander-in-Chief, Mediterranean, Admiral Sir John Hamilton, K.B.E., C.B., whose favourite hobby is photography. Symbolising the combination of tradition and progress in the Royal Navy the photograph reveals the network of wireless and radar aerials dramatically framed by the folded wings and jet exhausts of a Sea Vixen strike aircraft. The Ensign and Admiral's flag complete the vivid flight deck scene, taken with a Zeiss Super Ikonta, Tessa 3.5 lens, exposure f.11 at 1/125 with yellow filter on Ilford F.P.3 film. Admiral Hamilton is a keen mountain walker and specialises in landscape photography as well as taking character studies of colourful people in the many foreign lands he has visited. The carrier concerned is H.M.S. Centaur, now at Portsmouth.

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Navy News

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THIS month 'Navy News' highlights not only the work of the men of the Royal Navy, and in particular the Home Fleet, but also the opportunities which exist within the Service for men to prepare themselves for work outside the Service when their engagements expire.

Life in the Navy today is a good one. At times, of course, things are difficult but it is remarkable how quickly one forgets the exercises and patrols, the discomforts and, on occasions, the boredom, and remembers the comradeship and fun one has had. The Navy offers security, advancement (if one is prepared to use the many facilities provided), adventure, a chance to see the other side of the world, meeting people of all races, colour and creeds, and pay which makes the 'Old Timer' think that every sailor today is a real plutocrat.

Mention of pay brings to mind a matter which is, naturally, foremost in the thoughts of everyone in the Navy today, and that is—what will the biennial review of the Services pay bring? The Government decision to refer the matter to the Prices and Incomes Board gave rise, understandably, that the review's recommendations might not be acted upon, but 'Navy News' feels (and it has no 'inside' knowledge whatever) that there will be a rise and it will be a substantial one. Mr. Mayhew, the Minister of Defence for the Royal Navy, has stated that the Government was not setting aside the principles of the Grigg Committee.

The re-engagement rate and, to an extent, the recruiting rate also, reflect the influence of the wives. Long and frequent absences from home are, of course, a bugbear, and where there are young children often throw a huge burden on a wife, but the conditions of a life in the Navy are known before marriage and, in most cases, the advantages outweigh the disadvantages. Extremely long commissions are now a thing of the past—married quarters at home and abroad are increasing in numbers year by year—a pension at 40 or so—and, should real trouble arise, a Welfare Organisation which takes endless care to assist.

A few people—mostly wives still persist in thinking that wire-pulling and preferential drafting exists, but 'Navy News' is going to be blunt on this point: it does not exist. The drafting policy is 'Man the ships in the best way with fairness to all.' It is hoped shortly to run articles on drafting to enable men and their wives to see how this complex matter is dealt with.

DRAFTING FORECAST

THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

MONKTON (C.M.S.), January 5 at Portsmouth. To Lochinvar between January 7 and 14, on completion of refit. Home Sea Service, 1st M.C.M. Squadron, U.K. Base Port, Rosyth.

PHOEBE FLIGHT, January 10 at Portland. General Service Commission, Wasp.

FALMOUTH (A/S Frigate), January 13 at Devonport. General Service Commission, (Phased), Home/Far East/

Home/South America and South Atlantic, 30th Escort Squadron, U.K. Base Port, Devonport.

BRIGHTON (A/S Frigate), January 13 at Chatham. General Service Commission, (Phased), Home/Far East/

Home/West Indies, 30th Escort Squadron, U.K. Base Port, Chatham.

AINSE (Destroyer), January 13 at Chatham. General Service Commission, (Phased), Home/Far East/

Home/West Indies, 30th Escort Squadron, U.K. Base Port, Portsmouth.

ZEST (A/S Frigate), January 13 at Devonport. General Service Commission, (Phased), Home/West Indies/

Far East, 8th Frigate Squadron, U.K. Base Port, Devonport.

CLEOPATRA FLIGHT, January at Portland. General Service Commission, Wasp.

CAVALIER (Destroyer), January 14 at Gibraltar. Home Sea Service, Trials crew. To Reserve on completion of refit.

LEOPARD (A/S Frigate), February 3 at Portsmouth. General Service Commission, Home/Far East/

Home/South America and South Atlantic, 30th Escort Squadron, U.K. Base Port, Portsmouth.

CLEOPATRA (A/S Frigate), February 8 at Devonport. General Service Commission, Home/Far East/

Home/West Indies, 30th Escort Squadron, U.K. Base Port, Devonport.

KENT FLIGHT, February 10 at Portland. General Service Commission, Wasp.

MAXTON (M/H Conversion), February 25 at Devonport. Local Foreign Service, (Far East), 11th M/S Squadron vice Kildarton, (E).

KIRKLISTON (M/H Conversion), February (tentative date) at Chatham. Foreign Service (Middle East), 9th M/S Squadron (under consideration). Senior Officer in October, (E).

LLANDAFF (A/D Frigate), February 24 at Devonport. Home Sea Service, (Foreign Service from date of sailing—Far East), 26th Escort Squadron, (A).

PENELOPE (A/S Frigate), March 1 at Devonport. Port Service, L.R.P. complement.

LONDON FLIGHT, March 3 at Portland. General Service Commission, Wasp.

MACCOLM (A/S Frigate), March 3 at Rosyth. Home Sea Service, Fishery Protection Squadron, U.K. Base Port, Rosyth.

STRIKER (L.S.T.), March 7 at Aden. Foreign Service (Middle East), Amphibious Warfare Squadron, (B).

RELENTLESS (A/S Frigate), March 17 at Devonport. General Service Commission, (Phased), Home/Far East/

Home/Med, U.K. Base Port, Devonport.

NAIAD (A/S Frigate), March, 20th Frigate Squadron, U.K. cooks (S) replace Maltese.

FORTH (S/M Depot Ship), March 24 at Chatham. Local Foreign Service (Far East).

HYDRA (Surveying Ship), March 29 at Glasgow. General Service Commission, Home/N. Atlantic/ Far East, U.K. Base Port, Chatham, (A).

KEPPEL (A/S Frigate), April at Gibraltar. Local Foreign Service, L.R.P. complement.

LOWESTOFT (A/S Frigate), early April, U.K. Cooks and Stewards replace Chinese.

CALTON (C.M.S.), April 6 at Aden. Foreign Service (Middle East), 9th M/S Squadron (E).

PHOEBE (A/S Frigate), April 13 at Glasgow. General Service Commission, Home/Far East/

Home/Med, U.K. Base Port, Devonport.

SIRIUS (A/S Frigate), April 19 at Portsmouth. Home Sea Service/ Foreign Service (East of Suez) from date of sailing, 24th Escort Squadron, (A).

JAGUAR (A/A Frigate), mid-April at Chatham. Port Service, L.R.P. complement.

MINERVA (A/S Frigate), end April at Newcastle. General Service Commission, Home/Far East/

Home/Med, U.K. Base Port, Chatham, (A).

IVESTON (M/H), April at Devonport. Foreign Service (Middle East), 9th M/S Squadron (under consideration), (E).

YARMOUTH (A/S Frigate), early May at Chatham. Port Service, L.R.P. complement.

WHITBY (A/S Frigate), May (tentative date), at Portsmouth. Home Sea Service (Phased), 20th Frigate Squadron, U.K. Base Port, Portsmouth.

NUBIAN (G.P. Frigate), May 12 at Portsmouth. General Service Commission, (Phased), Home/Middle East/

Home/West Indies, 9th Frigate Squadron, U.K. Base Port, Portsmouth, (B).

FIFE (G.M. Destroyer), May at Glasgow. General Service Commission, Home/Far East/

Home, U.K. Base Port, Portsmouth.

DECOY (Destroyer), May at Portsmouth. Port Service, Trials crew. To Reserve on completion.

HARTLAND POINT (E.M. Ship), May at Rosyth. Port Service, Trials crew. To Reserve on completion.

ROTHESAY (A/S Frigate), late May at Portsmouth. Port Service, L.R.P. complement.

LINCOLN (A/D Frigate), June at Devonport. Port Service, L.R.P. complement.

PROTECTOR (Ice Patrol Ship), June at Portsmouth. General Service Commission, Home/South America and South Atlantic, U.K. Base Port, Portsmouth.

SIRIUS FLIGHT, June at Portland. Foreign Service, Wasp.

DARING (Destroyer), June at Devonport. Port Service for trials, General Service Commission, Home/Far East/

Home/West Indies, August, 29th Escort Squadron, U.K. Base Port, Devonport.

BARROSA (A/D Conversion), June at Devonport. General Service Commission, (Phased), Home/Far East/

Home, 24th Escort Squadron, U.K. Base Port, Devonport, (A).

UNDAUNTED (A/S Frigate), June at Chatham, for trials, Commissions August, 2nd Frigate Squadron, U.K. Base Port, Chatham, (C).

KEDLESTON (C.M.S.), June at Aden. Towing Crew to United Kingdom.

YARNTON (C.M.S.), July at Chatham. Foreign Service (Middle East), 9th M/S Squadron, (E).

CHICHESTER (A/D Frigate), July 9 at Singapore. Foreign Service (Phased), (Far East), 24th Escort Squadron, (A).

LOCH FADA (Frigate), July at Singapore. Foreign Service (Phased), (Far East), 26th Escort Squadron, (A).

ESKIMO (G.P. Frigate), July 28 at Chatham. General Service Commission, (Phased), Home/Middle East/

Home/West Indies, 9th Frigate Squadron, U.K. Base Port, Chatham, (B).

HARDY (A/S Frigate), **GRAFTON** (A/S Frigate) and **RUSSELL** (A/S Frigate), July, U.K. Cooks (S) replace Maltese, 20th Frigate Squadron.

PLYMOUTH (A/S Frigate), August at Portsmouth. Port Service, L.R.P. complement.

EURYALUS (A/S Frigate), mid-August at Devonport. General Service Commission, (Phased), Home/Far East/

Home/Med, Capt. (D), U.K. Base Port, Devonport.

GLAMORGAN (G.M. Destroyer), end August at Newcastle. General Service Commission, Home/Far East/

Home, U.K. Base Port, Portsmouth.

CAMBRIAN (Destroyer), August 25 at Portsmouth. General Service Commission, (Phased), Home/Far East/

Home, 29th Escort Squadron, U.K. Base Port, Portsmouth.

GURKHA (G.P. Frigate), September 1 at Rosyth. General Service Commission, (Phased), Home/Middle East/

Home, 9th Frigate Squadron, U.K. Base Port, Rosyth, (B).

Ships of four nations to work under NATO Flag

LAST year the Match Maker Squadron, under the command of Capt. D. V. M. MacLead, R.N., operated successfully for five months, showing that ships from different N.A.T.O. countries could work and operate as a unit, and this year ships from the same four countries are to operate under N.A.T.O.'s flag for an extended period, starting on January 11. The exercise will be known as 'Match Maker II.'

The exercise is being scheduled by the Supreme Allied Commander Atlantic (Admiral Thomas H. Moorer, U.S.N.), and will be conducted by the Commander-in-Chief Eastern Atlantic (Admiral Sir John Frewen, who is also Commander-in-Chief, Home Fleet).

Captain Parker B. Armstrong, U.S.N., will command the squadron which will be composed of H.M.S. Agincourt, H.M.C.S. Annapolis,

MINERVA FLIGHT, September at Portland. General Service Commission, Wasp.

PENELOPE (A/S Frigate), September (tentative date) at Devonport. Port Service for trials. Commission date uncertain, U.K. Base Port, Devonport, (C).

GALATEA (A/S Frigate), September 29 at Portsmouth. General Service Commission, (Phased), Home/Far East/

Home/South America and South Atlantic, Captain (D), 27th Escort Squadron, U.K. Base Port, Portsmouth, (C).

ALBION (Commando Ship), October at Portsmouth. Home Sea Service/ Foreign Service (Far East) from date of sailing, U.K. Base Port, Portsmouth, (C).

CARYSPORT (Destroyer), October 6 at Devonport. General Service Commission, (Phased), Home/Far East/

Home/West Indies, 27th Escort Squadron, U.K. Base Port, Devonport, (C).

TROUBRIDGE (A/S Frigate), October 6 at Chatham. General Service Commission, (Phased), Home/Med/

Home/Far East, 27th Escort Squadron, U.K. Base Port, Chatham, (C).

AGINCOURT (Destroyer), October 6 at Portsmouth. General Service Commission, (Phased), Home/Far East/

Home/Med, 27th Escort Squadron, U.K. Base Port, Portsmouth, (C).

BEACHAMPTON (C.M.S.), October at Aden. Foreign Service (Middle East), 9th M/S Squadron, (E).

BURNASTON (C.M.S.), October at Aden. Foreign Service (Middle East), 9th M/S Squadron, (E).

DEVONSHIRE (G.M. Destroyer), October 6 at Portsmouth. General Service Commission, (Phased), Home/Far East/

Home, U.K. Base Port, Portsmouth.

INTREPID (Assault Ship), October at Clydebank. Home Sea Service/ Foreign Service (East of Suez) from date of sailing.

DUNCAN (A/S Frigate), October 27 at Rosyth. Port Service for trials. To Reserve on completion.

CHAWTON (C.M.S.), November at Bahrain. Foreign Service (Middle East), 9th M/S Squadron, (E).

URSA (A/S Frigate), November 24 at Devonport. General Service Commission, (Phased), Home/Far East/

Home/Med, 8th Frigate Squadron, U.K. Base Port, Devonport.

DAMPIER (Surveying Ship), November at Singapore. Foreign Service (Far East), (C).

NOTES: The term 'U.K. Base Port' means the port at which the ship may normally be expected to give leave and refit.

As ratings are normally detailed for overseas service about four months ahead of commissioning date and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards, (C)—Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards, (E)—Cooks (O) and all Stewards only, (D)—Cooks (S) other than C.P.O. and P.O., all Cooks (O) and all Stewards, (B)—Leading Cooks (S) and Stewards only, (F)—Cooks (S) and Stewards only.

A/S EXERCISE

Exercise 'Match Maker II' is designed, basically, as an anti-submarine warfare exercise, but will include gunnery, communications, fuelling and other operations. Many of the manoeuvres will be carried out while the Match Maker ships are integrated into previously scheduled exercises.

As with the previous Match Maker Squadron, this second International Squadron will also visit ports of many N.A.T.O. countries. During these visits they will be able to evaluate the efficiency of supply and logistics under standardised procedures.

Vice-Admiral Sir Ronald Brockman, K.C.B., C.S.I., C.I.E., C.B.E., was placed on the Retired List on December 6, 1965.

Submarine's conning tower at Boat Show

A FULL-SIZE 'mock-up' of the conning tower of a nuclear Fleet submarine, fitted with a working periscope which can actually be used by visitors, will be shown for the first time on the Royal Navy Stand (D.1) at the International Boat Show at Earls Court—January 5 to 15.

Other exhibits include a fast 23ft. power craft being supplied to the larger ships of the Navy, a model of a Commando Ship with a coloured slide presentation of life on board one of these 'bush fire' carriers, and a display of scale models of all the ships in the Fleet today. For those who enjoy films there is a continuous projection showing life at sea in ships ranging from aircraft carriers to submarines.

The stand will also meet the needs of those members of the public of an age and inclination to seek out information on a career in the Navy. To this end there is a careers desk manned by regular naval recruiting staff to deal with inquiries and provide hand-outs on any branch of the Royal Navy, Royal Marines and Women's Royal Naval Services. Similar facilities are also available for service in

the Royal Naval Reserve and Royal Naval Auxiliary Service. The stand will be manned by a cross-section of the officers, men and women of the Royal Navy, who will be very pleased to answer questions put to them on any aspect of the Navy.

The Hydrographic Department of the Navy will, as usual, be present with a counter for the sale of yacht charts and other Admiralty publications on navigation and seamanship.

Finally, in the pool, visitors can see the Naval Air Command Association's yacht Taranto, and talk to the men and women who have raced and cruised in this yacht.

Rear-Admiral R. C. Paige is to be Admiral Superintendent, H.M. Dockyard, Portsmouth, in succession to Rear-Admiral J. L. Blackham, C.B., the appointment to take effect next May.

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PORTLAND'S FIRST PLANES

SIR,—I was very much interested with the article in the November issue of 'Navy News' relating to the Air Station at Portland as I think I am one of a small party that operated the first seaplanes at the base.

In 1916 I was stationed at Calshot Air Station and late that year, or early 1917, the Third Battle Cruiser Squadron left Chatham, but proceeding down Channel they were spotted by two German submarines and took refuge in Portland Harbour.

Three Sunbeam Short seaplanes were detailed to go to Portland with the necessary crews, I went by road with a few fitters, riggers, carpenters, etc., and on arrival I found there was no accommodation for the seaplanes. It was decided that for the time being they were to be put on the quarterdecks of three of the battleships—Hindustan, Commonwealth and Dreadnought, in which I was also accommodated.

SUBS DESTROYED

A hangar was built just outside the dockyard entrance among the boats of the local fishermen. Patrols up and down the Channel were operated and, in conjunction with a couple of 'Q' ships they were both disposed of.

I remember, also, erecting what I believe was the first radio mast to operate from shore to seaplanes on patrol over the Channel. I think it was about 80 ft. high and it was on top of the Verne. It had a working radius of about 25 to 30 miles.

Some months after our arrival at Portland a permanent hangar and slipway was laid down some 300 yds. inside the dockyard, and it was still in operation

when I was drafted to the East Indies Squadron.

While I was in Portland I and my wife lived in one of the coastguard's houses off Fortneswell.—Yours, etc., A. H. R. TAYLOR (late P.O.R.N.A.S.), London, S.W.17.

PEAK MUST HAVE GROWN!

SIR,—I take up (chair-borne, of course) the Ark's running challenge, 'Navy News' (December, 1965), re running up the Peak at Hong Kong, but am mystified by one point. The Peak 6,000 feet! It must have shot up a lot since my day. More likely 1,300, surely?

One evening in 1933 (or thereabouts) another submariner, Bill King, and I, ran from the G.O.C. in the Dockyard to the top of the Peak and back again in under 30 minutes; the general comment on board Midway—"... well nuts!"

I expect many 'Navy News' readers remember the various marathons in Hong Kong—from the club along the waterfront, through Wanchai (dodging trams, rickshaws, 'cheeseyes,' etc.), round Happy Valley race-course and back.

One member of our winning team—H.M.S. Osiris—in 1933, was the first lieutenant, now Admiral Sir David Luce, First Sea Lord. There were then 15

submarines in the Fourth Flotilla. Those were the days!—Yours, WILLIAM DONALD, Commander, R.N., Keswick.

[My reference books say the highest point is Victoria Peak, 1,805 feet.—EDITOR.]

A 'Pat on the back'

SIR,—1965 is now drawing to a close and, like all your readers, your greetings for Christmas and the New Year are sincerely reciprocated. Not only to you as the Editor, but to your staff and to those who have contributed to 'Navy News,' my good wishes are extended.

The literary standard of the many articles published and also the excellent quality of the general lay-out of the splendid photographs are distinctly in keeping with what we who have served in the past deeply appreciate.

There may be room for improvement by adding a little more colour, other than black and white, but that point is banned by the increased costs that would be involved.

So, good luck to 'Navy News' and its opportunity to circulate the excellent work of the Royal Navy for the past, present and future.—Yours, etc., W. R. BULL, Commander, D.S.C., D.S.M., R.N., Bridlington.

[The good wishes of Cdr. Bull, and of the many others who have written to the Editor in similar strain, are very much appreciated.—EDITOR.]

First World War plaque

SIR,—I have a plaque similar to that in the possession of the Welwyn Garden City branch of the Royal Naval Association ('Navy News,' September and December).

I do not think that this could have been issued to commemorate the sinking of a ship, as this plaque was sent, posthumously, to the next of kin of my uncle, Cdr. W. R. B. Douglas, C.I.E., R.I.N., who was accidentally drowned while on active service in 1917.

I would be most interested if anyone can say by whom and for what reason these plaques were issued. The inscription on the plaque gives no rank, decorations or service.—Yours, etc., P. J. DOUGLAS, Captain, R.N.R., Sheepcote Cottage, Clavering, Saffron Walden.

A 'turn of the century' Lion

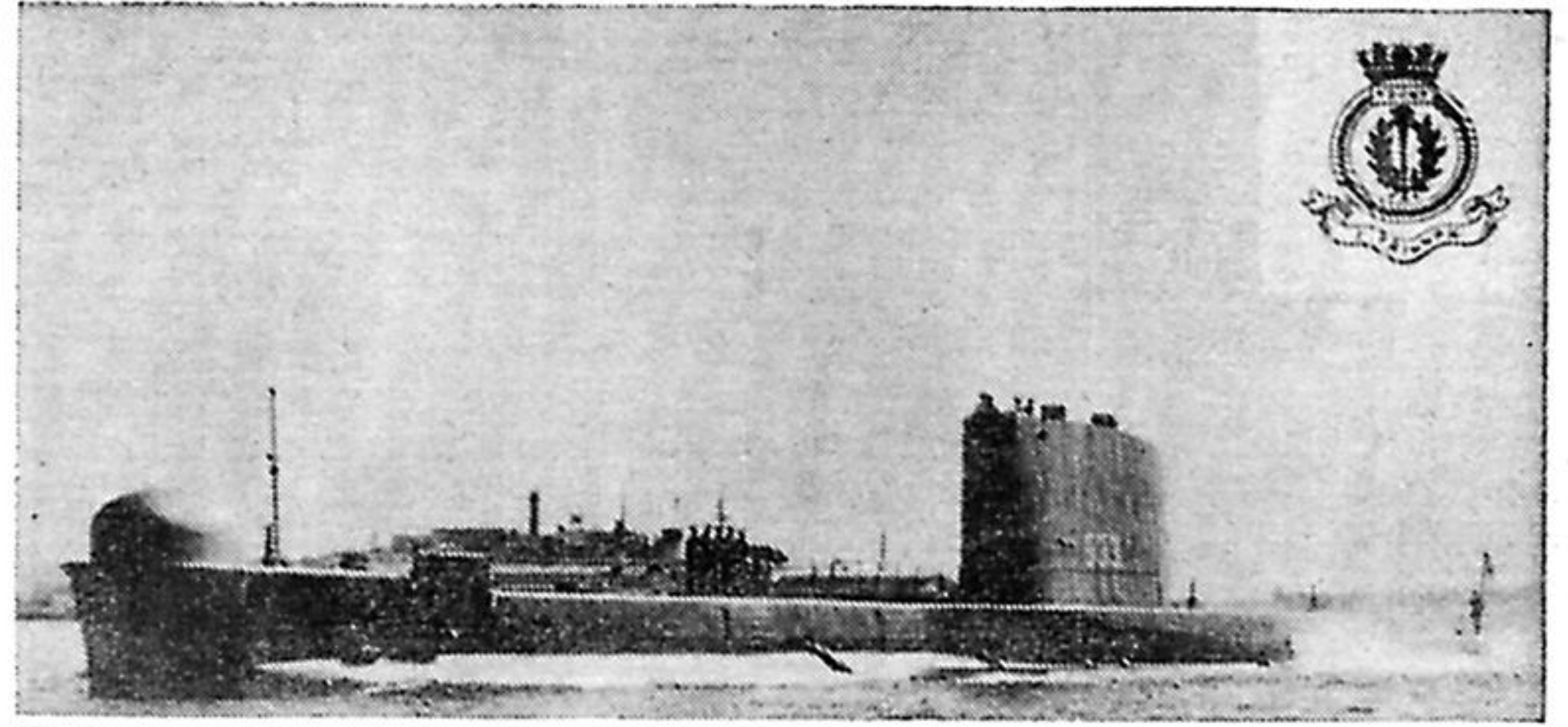
SIR,—On reading about the reunion of 60 veterans of the 'Old Lion,' 1912-24, I am wondering how many veterans of an even older Lion are still going strong after two World Wars. I refer to 1900 to 1901 onwards.

I served as a Boy in Lion and Implaceable, leaving as a Signal Boy for H.M.S. Victory when

SHIPS OF THE ROYAL NAVY

H.M.S. TRUMP

No. 122



she was anchored in the stream.—Yours, etc., H. J. HEAP (ex-Chief Yeoman of Signals), Camberley, Surrey. (Member of Camberley Branch, R.N. Association.)

[Mr. Heap must refer to the Second Rate H.M.S. Lion, of 1847, which was sold in 1905.—EDITOR.]

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engineer Artificer
M 93378 D. J. Bennett, MX 887967
A. R. Eacey, MX 887970 P. G. Eynon, MX 902483 T. F. Hepton, M 933860 D. G. Jones.

To Chief Engineer Artificer
MX 704118 P. J. Cox.

To Acting Chief Mechanician
KX 873666 J. E. Aitull, KX 921199 A. Hodson.

To Chief Plumber
MX 759016 A. Heaton.

To Chief Shipwright Artificer
MX 855960 R. Taylor.

To Chief Engineering Mechanician
KX 846061 J. W. C. Bilson, KX 892402 J. Hamblin, KX 847729 A. T. Elwick, KX 840231 B. E. Hearn.

To Acting Chief Ordnance Artificer
M 928971 J. W. Hooper, M 928787 R. G. Knight, M 945647 J. R. Lee.

To Acting Chief Electrical Mechanician
MX 856278 E. K. Garbutt.

To Chief Electrician
MX 903583 A. T. Galloway.

To Acting Chief Radio Electrician
M 945412 R. J. D. Jones, MX 857772 G. R. Sidwell, M 933681 N. E. Ling.

To Chief Radio Electrician
MX 895526 J. D. Ford.

To Chief Radio Supervisor
JX 843063 J. Monaghan, JX 871085 W. J. Winkless, JX 859744 W. G. R. Bernard.

To Sick Berth Chief Petty Officer
MX 904564 J. Sharples.

To Chief Petty Officer
JX 581863 D. Ward, JX 246098 A. J. Fulfit, JX 292424 P. M. G. Hogg, JX 891192 J. C. V. Cox, JX 646288 L. G. Bell, JX 835991 R. Walker.

To Chief Petty Officer Stores Accountant (V)
MX 891041 J. Roadknight, MX 862419 S. W. Maxwell, MX 896219 R. Burns.

To Chief Petty Officer Stores Accountant (S)
MX 877532 S. J. Cracknell, MX 860184 D. Cowley, MX 850754 P. J. Henis, MX 890672 J. Blacow.

To Chief Petty Officer Caterer
MX 845371 D. J. Sutton.

To Chief Petty Officer Cook (S)
MX 876859 W. G. Heald.

To Chief Petty Officer Steward
LX 904824 J. B. Underhill.

To Chief Petty Officer Cook (O)
MX 879324 F. Paterson.

To Acting Chief Aircraft Artificer (AE)
L/FX 855983 C. Jackson, L/FX 888003 M. J. Wood.

To Chief Air Fitter (AE)
L/FX 850182 R. E. Reeder, L/FX 813913 D. Tregonning, L/FX 823685 D. J. Powell.

To Acting Chief Electrical Artificer (AIR)
L/FX 913623 W. J. Bells.

To Chief Wren (Radio Supervisor)
112103 E. F. Bentley, 115003 J. Culpin.

To Chief Wren (Quarters Assistant)
113021 S. J. Snowley.

H.M. Submarine Cachalot visits Rotterdam from January 29 to February 4.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained price 6d. each, which includes postage. Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chequeron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vize, Tyne, Juliard, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armand, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyol, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achernor, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword R.F.A., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Capricorn, Adamant, Eskimo, Duchess, Brave, Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Ajax, Devonshire, Lowestoft, Kent, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham and Alderney.

Fire in U.S. carrier

WHILE the carrier U.S.S. Kitty Hawk was being refuelled in the South China Sea on December 7, fire broke out in a machinery room, and was not brought under control for two and a half hours, during which two men died from inhaling the smoke and 49 others required medical treatment.

Directly the fire was discovered the carrier cut away the connecting lines and drew away from the tanker in order to fight the fire.

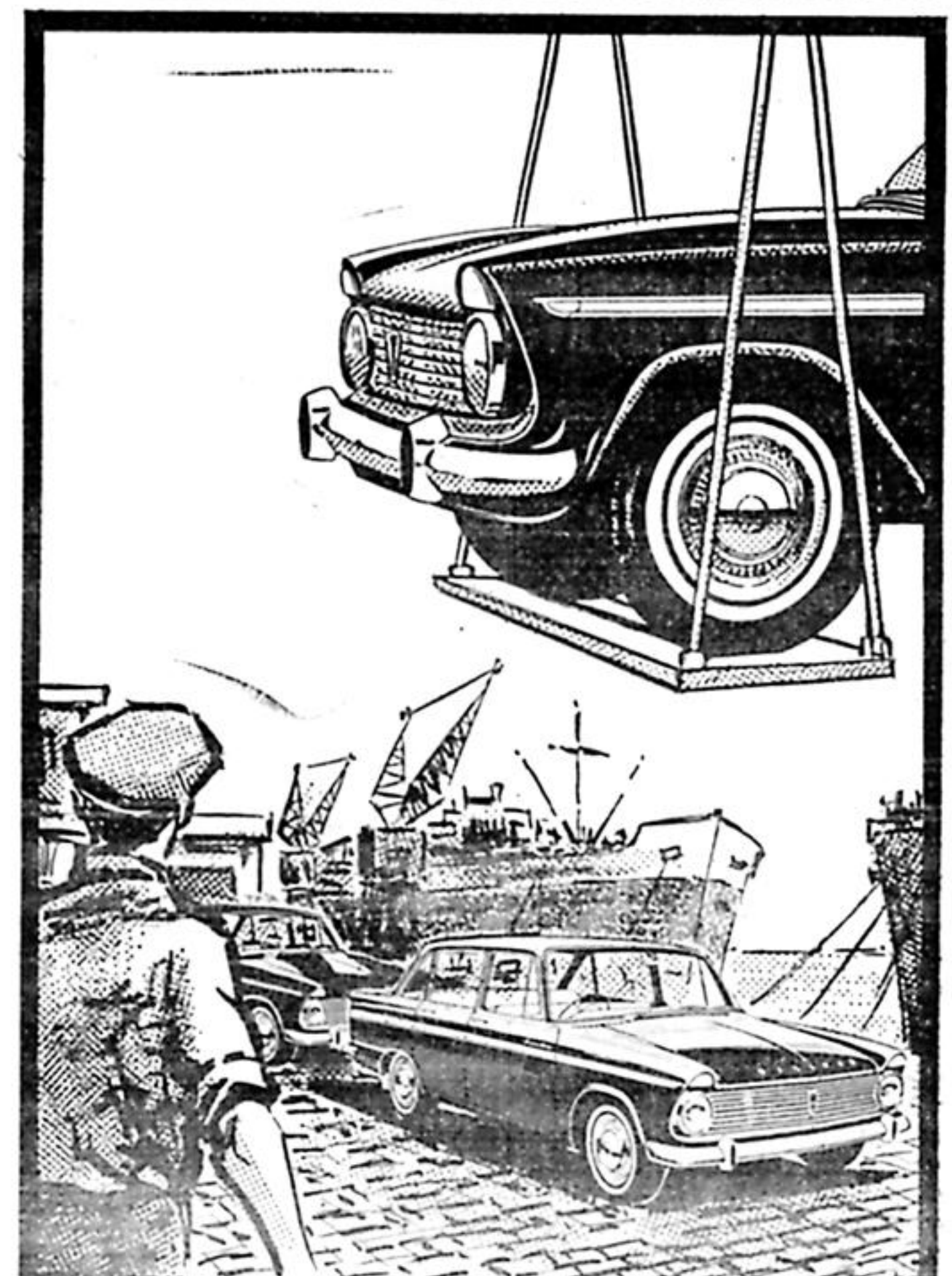
The carrier, one of America's largest (76,700 tons full load), remained on station and very shortly after the fire was launched her planes.

H.M. submarine Trump, a super 'T' class 'Conversion' was built by Vickers-Armstrongs Ltd. at Barrow in Furness, 1943-44, and was originally described as a 'Patrol' type vessel for general service.

During a reconstruction of this class (1951-56) Trump was cut in two, the two halves moved apart and an additional section of about 20 feet was built into her, and the bridge was built into a huge 'fin'.

Trump's dimensions are: displacement 1,310 tons (surface), length 293½ feet, beam 26½ feet. Complement is about 65 officers and men. She has six 21-inch torpedo tubes. Originally she had eleven, three being external.

This submarine is at present undergoing a refit in Australia, being part of the Fourth Submarine Division based on Sydney, New South Wales.



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WEST WILTS WATER BOARD APPOINTMENT OF CONTROLLERS

The Board will have vacancies early in 1966 for 1 senior controller and 4 controllers at their new control centre near Warminster, Wilts.

Salaries in the range: Senior controller £860-960 p.a. Controller £780-890 p.a.

The posts involve shift work, and housing accommodation is available for the senior controller. Experience of control system, pumps, etc., an advantage.

Further particulars and forms of application from the undersigned, to be returned not later than 31st January, 1966.

J. A. YOUNG
Engineer and Manager
51 Boreham Road, Warminster, Wilts.



P.O. S. MacIntosh, C.P.O. W. Lissamer, P.O. G. Brown and P.O. D. Ford at the bar of the new club.

'I'LL PUT IT WITH MY OTHER NIGHT-CLUB CARDS'

T.A.S.Is.' new venture in Vernon

WITH their own hands, willingness and enthusiasm making up for the lack of experience, members of the Torpedo, Anti-Submarine Instructors' Association (T.A.S.Is.), have turned part of a single-storeyed building in H.M.S. Vernon into the Sonar Club—a place where members of the association can go to discuss with their colleagues points of mutual interest.

The formation of a club room was first suggested in 1963 and after waiting for nearly two years a building became available and, in four months, the somewhat bedraggled interior has been transformed into a comfortable club. Thanks to a grant from the Nuffield Trust and money from the association's funds, and with the willing assistance of the members the place is one of which they can be proud.

Membership of the club is open to all chief petty officers and petty officers who are qualified T.A.S.I., and to all officers qualified as T.A.S. officers who are also members or honorary members of the association.

'HOME FROM HOME' LOOK

At the moment the club consists of a lounge, panelled to a height of 8 ft. with Gaboon plywood, stained and varnished, and finished to the ceiling with polystyrene tiles, and a small, but well-stocked, bar. The foyer, and entrance to the lounge, have been tastefully papered with a stone-patterned wallpaper. The easy chairs, furnishings and lighting give the whole place a 'Home from home' look.

The club was officially opened by Capt. R. E. Lloyd, D.S.C. and Bar, R.N., Captain of H.M.S. Vernon, on December 1, who unveiled a small plaque recording the assistance given by all concerned. He became the first honorary member of the T.A.S.Is.' Club, remarking as he was handed his club card that "I'll put it away with all my other night-club cards."

With 70 T.A.S.s. in Vernon it is only natural that they should be the forerunners in many things. One cause dear to the hearts of the members is Operation 'Warmfire'. Started at Christmas, 1963, £64 was raised to provide heat for needy people of the city. Last year the amount raised was £142 and for Christmas, 1965, £162 was raised.

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Admiral's pictures in Handicraft Exhibition

THE annual handicraft exhibition of the Fleet Air Arm was opened at H.M.S. Daedalus, Lee-on-Solent, on December 1, by Mrs. D. C. E. F. Gibson, wife of the Flag Officer Naval Air Command, and a feature of the two-day exhibition were paintings by Vice-Admiral Gibson himself.

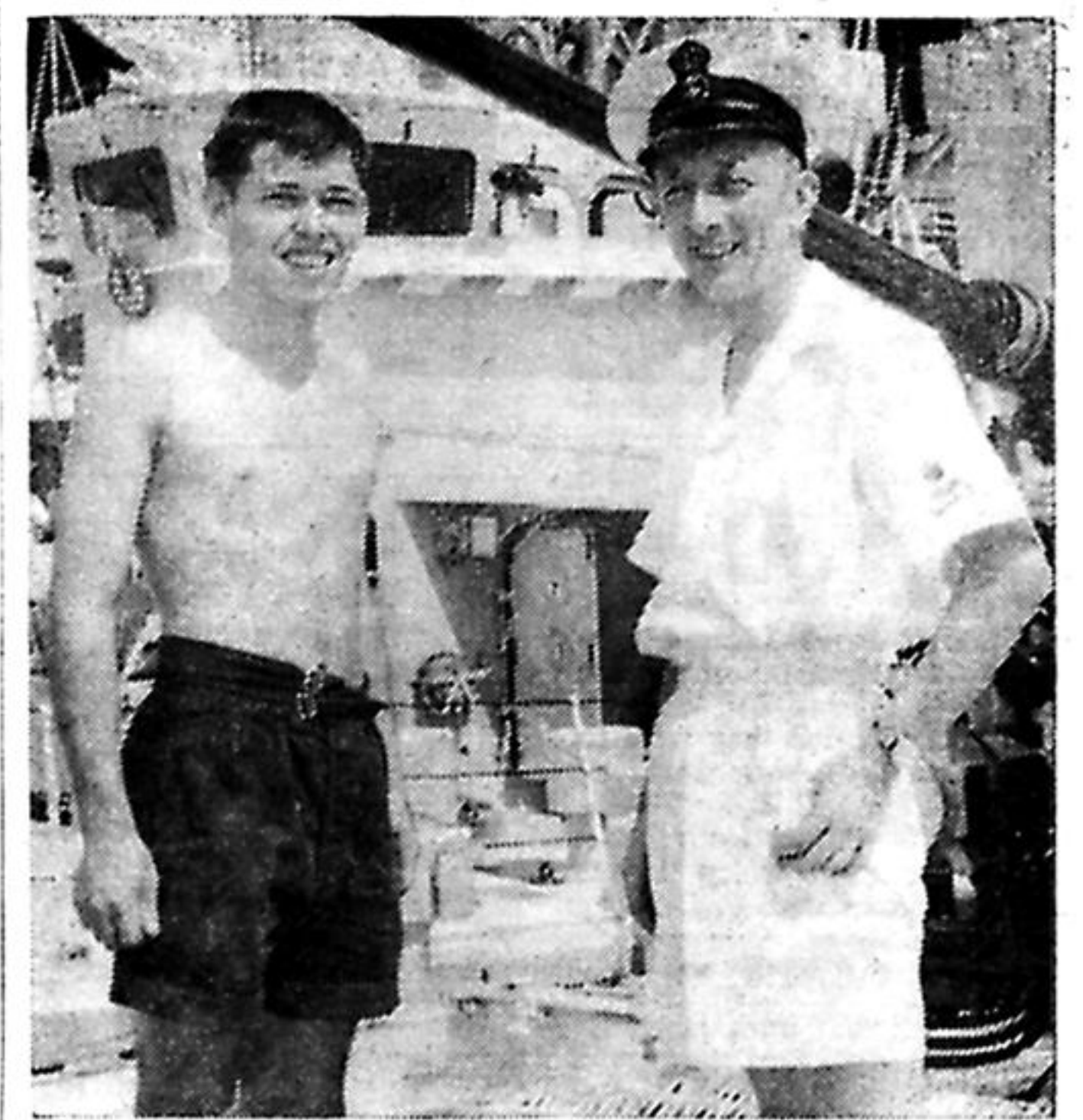
Exhibits were from every Naval Air Station in the country and ranged from dress-making and model-making to beer and wine-making.

Wrens from Lee, Lossiemouth, Brawdy and Culdrose had made dresses and these were displayed in a fashion parade.

In the model-making section there were of course many models of ships and aircraft, and a large doll's house made by P.O. G. R. Gardner, of H.M.S. Osprey. In the toy-making section Chief Wren J. R. Ellis, of Culdrose and Wren J. Howes, of Arbroath, tied for first place.

Surg. Cdr. (D) K. R. Needham, R.N., was first in wine-making and Lieut.-Cdr. J. D. Kendall-Webb, R.N., was adjudged as the best beer-maker.

'GLAD TO SEE YOU, SON'



A FATHER and son, who are both serving in the Royal Navy, met for the first time on duty, in the Far East recently. They were P.O. Norman Ford (38) and R.E.M. Thomas Ford (17), of East Leigh, Havant. The father is serving in H.M.S. Eagle, and the son in H.M.S. Sheraton, respectively the largest and smallest units of the Far East Fleet. Father and son met while they were on a two-day patrol searching for Indonesian infiltrators off Singapore.

Navy gets man home from Far East in thirty hours

DURING the course of a year hundreds of applications are made to the Family Welfare Organisation of the Royal Navy for help or advice and every one of these cases is treated with care and speed, and recommendations made to the appropriate authorities.

People are sometimes dissatisfied with the recommendations—it should always be remembered that the withdrawal of a man from a draft means that someone has to take his place. It may be hard to find a relief and the relief, too, may have problems. All cases, however, are most thoroughly investigated by well qualified people and, in genuine cases, the recommendations of the Family Welfare Organisation is quickly acted upon if the good of the Service is not adversely affected.

A typical case has been reported from H.M.S. Zest

which, at the time, was on patrol north-west of Malacca. The Family Welfare Officer considered that the presence of a rating, whose home was in East Anglia, was necessary as one of his family was seriously ill, and made his recommendation accordingly.

QUICK ACTION

The appropriate authority acted upon the recommendation and sent a signal to H.M.S. Zest, which was received in the ship at 0610, and so quickly did the Navy act that the sailor arrived at the hospital in England at 1230 the following day.

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NEPTUNE'S SCRAPBOOK



Vice-Admiral P. Hill-Norton, C.B., Flag Officer, Second-in-Command, Far East Fleet, is appointed Deputy Chief of the Defence Staff (Personnel and Logistics). He succeeds Air Marshal Sir Walter Pretty in September next.

Rear-Admiral I. L. T. Hogg, C.B., D.S.C. and Bar, Admiral Superintendent, H.M. Dockyard, Chatham, and Flag Officer, Medway, is to become Defence Services Secretary in the rank of Vice-Admiral in succession to General Sir Rodney Moore.

Rear-Admiral G. H. Carew-Hunt, the Admiral Commanding Reserves and Director-General of Naval Recruiting, paid his first visit to H.M.S. Scotia, the Rosyth Headquarters Unit of the Royal Naval Reserve, on December 1. Scotia is one of six Headquarters Units in the R.N.R., and is manned by men and women trained to help man the Naval element in the Maritime Headquarters at Rosyth under the command of the Flag Officer, Scotland and Northern Ireland.

Captain O. H. M. St. J. Steiner, R.N., has been appointed Assistant Chief of the Defence Staff (Joint Warfare) in succession to Major-General M. A. H. Butler.

Rear-Admiral A. Davies, C.B., will be placed on the Retired List to date February 22, 1966.

Capt. P. C. Gibson, R.N., is to be promoted to Rear-Admiral to date January 7, 1966, and to be Deputy Controller of Aircraft (R.N.), Ministry of Aviation, in succession to Rear-Admiral S. Grattan-Cooper, O.B.E. A special entry he qualified in engineering and later he qualified as a pilot to further a specialisation in aircraft engineering. Promoted to Commander in 1946 and to Captain in 1957. Two years ago Capt. Gibson, who is a member of the Institute of Mechanical Engineers, became Superintendent of the Royal Naval Aircraft Yard, Fleetlands, Gosport.

The Reverend C. Prior, M.A., has been appointed Chaplain of the Fleet in succession to the Venerable Archdeacon R. W. Richardson, C.B., Q.H.C., M.A., the appointment to take effect in March. Born near Ottawa the Rev. Christopher Prior was educated at King's College, Taunton, and Keble College, Oxford, and became a Naval Chaplain in March, 1941. His first sea appointment was the Hospital Ship Maine. During the Normandy invasion he was Chaplain in the cruiser Seylla. The ship was mined and had to be towed back to Spithead.

The Minister of Defence for the Royal Navy, Mr. Christopher Mayhew, M.P., visited the R.N. Torpedo Factory at Alexandria, Scotland, on December 3.

Commandant E. M. Drummond, O.B.E., Hon. A.D.C., M.A., Director of the Women's Royal Navy Service met most of the 150 Wrens employed in the Royal Marines Barracks, Eastney, when she spent a day there on November 30. She was the guest of Major-General N. H. D. McGill, Commanding Portsmouth Group, Royal Marines, for lunch.

Mr. J. P. W. Mallalieu, M.P., Parliamentary Under-Secretary of State for Defence for the Royal Navy visited Rosyth on December 10, calling on Vice-Admiral Sir David Gregory, Flag Officer, Scotland and Northern Ireland at Maritime Headquarters. Later he visited H.M. Dockyard, Rosyth, inspecting the Apprentices' Training Centre and Dockyard workshops, including a new one for welding pipes, connected with nuclear submarines.

Lancastrians and their friends serving in Portsmouth who would like to meet people from that part of the world, or would like to take part in functions with people who have an association with Lancashire, should contact the Portsmouth branch of the Lancashire Society. (Secretary: Mrs. M. J. Bleasdale, 201 Laburnum Grove, Portsmouth.)

H.M.C.S. Ojibwa (Lieut.-Cdr. S. G. Tomlinson, R.C.N.), the submarine built at Chatham dockyard, sailed for Canada on January 4.

Far East 'Groan Merchants' tie themselves in knots for charity

THERE are at least four ratings serving with the Far East Fleet who claim to enjoy being tied in knots, thrown all over the place and insulted by large audiences—all to earn money for charity.

They are free-style wrestlers, who regularly attract capacity crowds to the open-air gymnasium at H.M.S. Terror, Singapore, for international wrestling. The proceeds go mostly to local charities.

Three of the Royal Navy's

most popular 'groan merchants' are from H.M.S. Triumph, and they include the man who organises the whole thing and persuades any well-muscled shipmate to take up the sport. He is 26-year-old P.O. Philip Ward, of Letchworth, and he wrestles under the name of 'Gaston Lefarge' because of his French ancestry.

INTERNATIONAL WRESTLER

P.O. Ward, a heavyweight, has had nearly 400 bouts during his free-style wrestling career, and has fought Chinese, Formosans, Australians, New Zealanders, Indians, Malays, Pakistanis, South Africans, Americans, Swedes, Germans, Frenchmen, Spaniards, Poles, Hungarians, and even a Red Indian.

Also from H.M.S. Triumph is 25-year-old L.E.M. John Corbin of Burton Latimer, who is unbeaten after five bouts. He is a 16-stone heavyweight and became interested in free-style wrestling about a year ago, when P.O. Ward had no one to train with. The third man from H.M.S. Triumph is A.B. Alex Taylor (25), from Hull. He started wrestling only recently, but has lost only one of his four bouts. He is a light-heavyweight and is also a first-class rugby player, turning out regularly for the State of Johore.

Another very popular naval wrestler is P.O. John Tomlinson (27), from Appleton-le-Moors, and who is now serving with the R.N. Aircraft Handling Unit, Changi. P.O. Tomlinson, who has been wrestling for three years under the name of 'The Pirate' has won 27 of his 34 fights.

H.M.S. Caesar left Portsmouth on December 7 under tow for Chatham where, after de-equipping, she will be sold for scrap.

CALEDONIA SWIMMING BATH RE-OPENED

WHEN the Command Swimming Bath in H.M.S. Caledonia, Rosyth, was re-opened on December 8 by Vice-Admiral Sir David Gregory, Flag Officer, Scotland and Northern Ireland, the occasion was marked by the presentation of the Aylen Cup to Miss Pat Nicol, a 20-year-old Scientific Assistant at the Naval Construction Research Establishment, Dunfermline.

The cup is awarded by the Rosyth Civil Service Sports Association to the young outstanding sportsman or sports-woman of the year. A member of the Carnegie Swimming Club, she has been a member of the Scottish Swimming Team since 1959, and represented Britain in Moscow in 1961. She has held the Scottish Ladies' Freestyle titles over 110, 220 and 440 yards and in this year's championships was placed second in each of these events.

During 1965 Miss Nichol has represented Scotland against Wales and Ireland in the 440 yards freestyle; against Norway in the 110 yards freestyle and 4 x 50 yards medley (individual)

and against South Africa in the 110 yards butterfly and 4 x 55 yards individual medley. She has also represented the Civil Service against the Navy, the Army and the Air Force.

NEW RECORDS

In the Civil Service Championships at Blackpool in May she won the Ladies' 440 yards freestyle and 110 yards butterfly, the former in a new Civil Service record time. In London in September she won the Civil Service Ladies' 110 yards freestyle and individual medley championships, both in new record times.

An attractive programme was arranged to mark the re-opening of the bath and included a Water Ballet by the Carnegie Ladies' Swimming Club, a Diving Display by the Scottish National Team, and a water polo match, Combined Services of Great Britain v. Scotland.

Music was provided by the Royal Marines Orchestra of the Flag Officer Scotland and Northern Ireland, directed by Bandmaster G. S. Collins, R.M.

Tournament raised £35,000

THE many thousands who delighted in the 1965 Royal Tournament will be interested to learn that the Tournament raised £35,000, and a cheque for that amount has been sent to the Minister of Defence for the Army, Mr. Fred Mulley, M.P., for distribution to Service charities. The result was the best since 1954 and brings to £336,000 the total raised for charities by the Tournament in the last 15 years.

"This is an extremely encouraging result," said the Tournament Vice-Chairman, Colonel Basil Gunnell, O.B.E., M.C., "but we are not going to rest on our laurels. We are aiming at an even better result in 1966."

One of the highlights of the 1966 Tournament, at Earls Court from July 13 to 30, will be a display of Khattak dancing by members of the Pakistan Military Forces. These are Pathan Tribal dances. Another display, 'Guns and Gunners—Then and Now,' will mark the 250th anniversary of the Royal Artillery.

SINGAPORE HONOURS OFFICER

LIEUT.-CDR. David Brittan, R.N., Local Operations Officer on the staff of the Commander, Far East Fleet, is believed to be the first naval officer to be awarded Singapore's Public Administration Medal, which he received for his work in running the anti-infiltration patrols against the Indonesians in the Singapore Straits.

It is Lieut.-Cdr. Brittan's fourth time in the Far East. He served with the Malayan Navy during the previous emergency in 1951-53, and is a qualified Malay interpreter.

He is 36 and comes from Cornworthy, near Totnes, and entered the Royal Navy through Dartmouth during the last war. His brother, John, is also a lieutenant-commander, now serving at Portsmouth.

Lieut.-Cdr. Brittan is married, with two daughters, and represents the Navy at sailing and plays hockey for Singapore Naval Base.

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'Without carriers Fleet Air Arm will die'

AMERICAN MODERATION A SOURCE OF WONDER

BY ACHARBEE

"BUT the world is not at peace. It is in a state of carefully controlled war. Surveying the world scene it is becoming increasingly obvious that unless the more mature and responsible nations, the nations long schooled in the rule of law, the nations in which democracy is in the natural order of things, the nations which have traditionally and for centuries used naval power to uphold the rule of law, especially the English-speaking and European nations which have long traded over the seas, unless these nations maintain sufficient forces to preserve the status quo some of the proud but impatient emergent nations which have developed out of the former British, French and Netherlands empires may take the bit between their teeth and upset the very delicate balance of controlled war and turn it into devastating and wasting war. Even the fractious peace which is tolerated at present is better than a war drawing on nations' total manpower and resources."

"For over a century, from the aftermath of Trafalgar until the advent of Jutland, the peace of the world largely depended on a single navy, the British Navy. But it is upon the principal navies in the plural that the peace of the world now depends. When Britain had the biggest navy in the world and could spread her navy evenly all over the world a large measure of rule by law, and law by rule, prevailed. But after fighting two world wars, the first largely alone for the first three years and the second largely alone for the first two years, it is no longer economically possible for Britain to police the world. The mantle of chief constable has fallen on the United States and it behoves all democratic nations to appreciate the vast and most effective navy that the U.S.A. has built up more commensurate with her manpower and resources than before the two great wars, and which is being maintained (in the words of the U.S. Navy Department) as an 'investment for the security of the United States and the free World'."

So writes Mr. Raymond Blackman, the editor of 'Jane's Fighting Ships' that magnificent annual volume of reference on all the world's navies, which is once again in the bookshops. There are some 2,100 illustrations in the book, including over 1,700 photographs and nearly 400 scale drawings, in respect of over 12,500 ships in the navies or sea defence forces of 96 countries. A truly splendid work, and indispensable to all those interested in warships.

THE 'GENTLE GIANT'

In his forward Mr. Blackman refers to the United States Navy as a 'gentle giant.' With all the forces at its command the "colossal U.S. naval strength has been channelled down to limited and conventional operations" in Vietnam, and this must be a source of wonder to many a nation.

Referring to the United Kingdom the editor remarks in his foreword that the Royal Navy

now stands at its post-war best, but "the big question in the Royal Navy is whether Britain is to have a new generation of aircraft carriers. So far the construction of even one new aircraft carrier seems rather remote, and what with the political uncertainty, vacillation over inviting tenders for building, and escalating sums conjectured as to the cost, naval officers are inclined to express serious qualms about ever having a new aircraft carrier at all."

DEFENCE PRIORITIES

The editor believes that British defence priorities are crystal clear. They are new aircraft carriers, more frigates and a steady replacement of our old conventionally powered submarines by nuclear-powered hunter-killer submarines. He goes on to say that "without new aircraft carriers the Fleet Air Arm will die and with it Britain's brush-fire control abroad, Britain's power East of

Suez and Britain's voice in world councils."

"Without more frigates Britain itself will die in war time, for the number of frigates to counter the potential submarine menace is entirely inadequate to protect the trade routes on which ply the Commonwealth navies totalling 7,300 ships aggregating 27,545,000 tons gross. Without nuclear-powered submarines the Navy itself will die."

Referring to the U.S.S.R., Mr. Blackman says there has been a particularly good flow of Soviet Navy information this year, and the Soviet Navy is now estimated to comprise 22 cruisers, 150 destroyers, 35 nuclear-powered submarines, 390 conventionally powered submarines, 100 frigates, 700 minesweepers, 250 escort and patrol vessels, 350 motor torpedo boats, 550 motor gunboats, 130 landing craft, 300 auxiliaries and 200 service craft.

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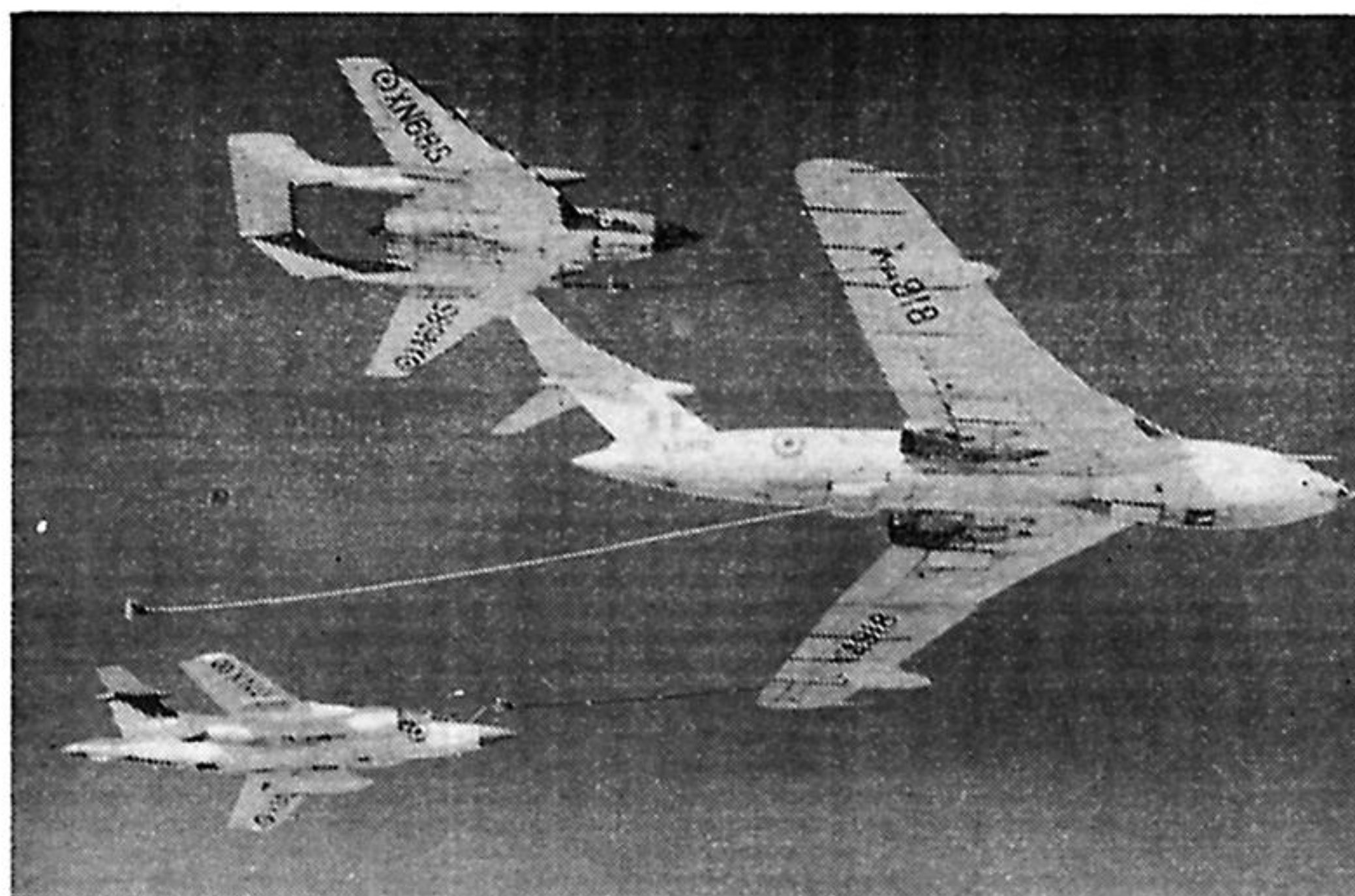
The strengths of the majority of the naval forces of the world have been summarised at the end of the book and the summary shows the number of warships of each category in each navy. This summary makes interesting, if at times disconcerting reading. The estimated number of ships in the U.S.S.R. is some 3,275. The number of ships in the U.S. Navy is 2,435. The number of ships belonging to the NATO forces is just over 4,800. Thus the U.S. Navy is about the same size as all the other NATO forces put together.

The excellent pictures, scale drawings and silhouettes, together with the wealth of detail concerning virtually every warship in the world, makes Jane's a joy to peruse, and this issue, the 68th lives up to its well-earned reputation.

Jane's Fighting Ships, 1965-66. Compiled and Edited by Raymond V. B. Blackman, M.I.Mar.E., M.R.I.N.A.; Sampson Low, Marston & Co. Ltd., 8 gns.

Rear-Admiral I. L. M. McGeoch, D.S.O., D.S.C., Flag Officer Submarines, leaves the United Kingdom to visit Submarine Divisions at Singapore and Sydney on January 21.

TWO SERVICES IN AERIAL 'TANK-UP'



Dual-Service aerial link up as a Victor tanker prepares to in-flight refuel two Royal Navy aircraft during recent refuelling trials at Boscombe Down. Above left is a Navy Sea Vixen Mk. II all-weather fighter and, below, a Buccaneer Mk. II, low level strike aircraft. The first squadron of three-point Victor tankers is due to enter R.A.F. service at R.A.F. Marham, Norfolk, this year.

Record for Buccaneer

A BUCCANEER Mk. II from the R.N. Test Squadron at Boscombe Down recently spent 8 hours 40 minutes continuously airborne while carrying out low temperature trials. Flying at over 30,000 feet, it was refuelled in the air twice by a Victor tanker, and on landing it still had one-and-a-half hours fuel remaining.

Claimed as a record for this type of aircraft, the Buccaneer flew over 4,000 miles, proving that the weapon delivery range with in-flight refuelling is substantially greater than is claimed by some critics.

The pilot was Lieut. J. D. Eagle, R.N., and the observer Lieut.-Cdr. J. A. Taylor, R.N., was one of the crew which made the 2,000-miles non-stop flight across the Atlantic from Goose, Newfoundland to R.N. Air Station, Lossiemouth, about two months ago.

COSMOPOLITAN PASSING-OUT

AT the recent passing-out parade at Britannia Royal Naval College, Dartmouth, when the salute was taken by Major-General F. N. Grant, Commandant Plymouth Group, Royal Marines, 40 seamen cadets completed their cadet training.

There were 13 from the Royal Navy, nine from the Kenyan Navy, eight from the Royal Malaysian Navy, four from the Libyan Navy, three from the Iranian Navy, two from the Royal New Zealand Navy and one from the Trinidad and Tobago Coastguard Service.



Mrs. Dora Gibbs presenting the first prize to the winning couple

The foundations seemed to shudder

THE third Annual Twist and Jive Competition was held in the Whaley Club, H.M.S. Excellent, on November 30, and for three hours the foundations of the very firmly built club seemed to shudder with the endeavours of the contestants.

Nearly 200 enthusiasts were present to witness the 10 couples who had 'fought' their way during the four heats to the final, and the judges had a difficult task to select the eventual winners, as all the finalists gave remarkable exhibitions.

Winners were Able Seaman W. Moss and Miss M. Archer. The second pair were Able Seaman A. Simms and Wren R. Taylor, with Able Seaman J. McKay and Wren B. Dale, third.

Mrs. Dora Gibbs and C.P.O. T. Barrett (Chairman of the Whaley Club) presented the prizes. Judges were C.P.O. Wtr. P. E. H. Healey, P.O. N. Bray, A.B. W. Tyrrell, P.O. Wren S. Pickard and L. Wren M. Stamp. Karl and the Rapiers provided the music.

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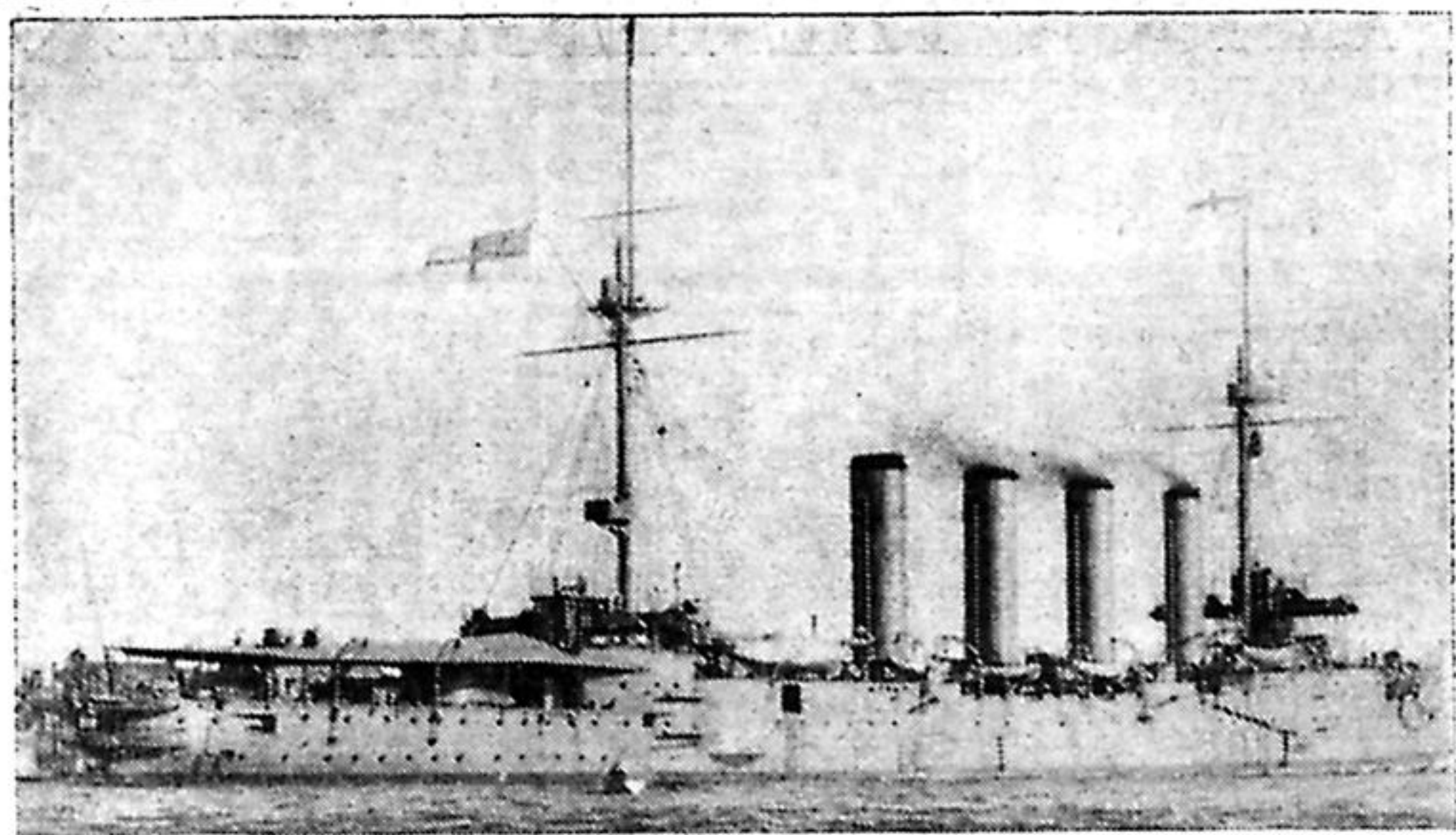
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The cruiser H.M.S. King Alfred, in which the writer spent 26 months, mostly on the China Station

SIXTY YEARS BACK

'Coal Ship'—and no bathrooms HAPPY COMMISSION MADE SAILORS OF YOUNGSTERS

(BY A MEMBER OF THE PORTSMOUTH BRANCH OF THE ROYAL NAVAL ASSOCIATION)

JANUARY 2, 1906, 60 years ago, was a day to be remembered by many young seamen, as it was the day on which H.M.S. King Alfred commissioned as flagship of Admiral Moore for service on the China Station.

To be drafted to such a relatively new ship, considered at the time to be virtually the last thing in cruiser construction, was, in itself, sufficient to cause a thrill of pride into the hearts of those young Ordinary Seamen, who had for a few months, been killing time in the Royal Naval Barracks, Portsmouth, while awaiting draft.

Added to this, however, was the fact that a 10,000-mile voyage lay before them—through the blue waters of the Mediterranean, the Suez Canal, the Indian Ocean to the China Seas, in a first-class warship. What more could a young seaman, with the spirit of adventure in his blood, hope for? He would be getting away from the dull routine of life in the barracks, and coaling ships of the Reserve Fleet, and Dockyard

Working Parties. These young seamen had obeyed the call of the Recruiting Sergeant to 'Join the Navy and see the world' and now, then, was their opportunity.

The draft had early breakfast on the morning of commissioning and then stowed their bags and hammocks in a goods train which had drawn in at a railway siding near the barracks canteen. At 0830 the draft was mustered on the parade ground and marched into the dockyard, halting abreast the ship which would be their home for the next two years.

NO CEREMONY

There were no commissioning ceremonies in those far-off days. The Commander and the ship's police were awaiting the arrival of the draft which was to be,

for better or for worse, the ship's company of King Alfred. On receipt of our commissioning cards we had to collect our bag and hammock from the train, proceed on board, locate our mess, part of ship, action station, boat, etc.

This evolution was completed before noon, and a midday meal of corned beef provided. The remainder of the day was spent carrying out various drills in slow time. This was very necessary as many of the youngsters lost their way because, at first, in this great ship, it was difficult to know whether one was walking forward or aft.

The experience which has stood out most in the writer's memory is that of the first 'coal ship.' King Alfred was berthed on the North Wall, facing Whale Island. A fully loaded collier, with only single derricks, was secured alongside. The coal required was 2,500 tons, and it meant breaking bulk. Most 'Old Salts' know how arduous such conditions were and, added to that disadvantage, was the weather conditions in mid-January.

A bright and early start was made and continued until about 2200, with minimum breaks at meal hours. The average 'input' was approximately 80 tons per hour. Because the ship was engulfed in coal dust, hammocks could not be slung at night time. Many endeavoured to snatch some sleep in the holds of the collier, but owing to the cold, spells of walking about on the jetty were necessary to get warm.

WASHING IN COLD WATER

It took nearly three days, and parts of the nights, to complete coaling. There were no bathrooms, except for stokers and engineers. To get just moderately clean upper-deck ratings had to secure a wash-deck bucket, or mess tub, scrounge water (cold) wherever he could without being caught at the drinking tanks by the ship's police, and find a spot on the upper deck for his ablutions.

On the night of the third day leave was given to 'Watch and Part.' 'Aggie Weston's,' in Commercial Road, Portsmouth, becoming a sanctuary for many men needing a bath and a good square meal. This experience tended to damp down the enthusiasm of the younger ratings, but within a short time the evolution was looked upon as an adventure, and produced many jokes.

So, with storing and ammunition completed H.M.S. King Alfred sailed for Hong Kong on January 31, 1906.

The Bay of Biscay was like a mill pond, but we got such a basting in the Gulf of Lyon that it became necessary to put into Malta for repairs. The weather was now warm and we went to Port Said wearing tropical clothing. (Continued in column 4)

Albion men climb Kilimanjaro

WHEN the Commando ship H.M.S. Albion visited Mombasa recently for a 10-day stay, all the ship's company were given leave and a party of officers and ratings set out to climb Mount Kilimanjaro. Five reached the summit. Many trips were made to the National Parks.

Twenty members of the ship's company donated blood and another party gave up a lot of their spare time giving a hand at the local Cheshire Home. A party was given for 130 orphans and underprivileged children, and aircraft of 848 Squadron assisted in a census of elephants in Tsavo National Park.

After Mombasa Albion sailed for Aden for exercises with military units, and then visited Assab (Ethiopia) and Djibouti (French Somaliland).

For the visits to Assab and Djibouti, nearly 400 officers and other ranks from 45 Commando, Royal Marines, R.A.F. Kormaksar, Welsh Guards, K.O.Y.L.I.s and other military units serving in the Aden area were embarked for a brief respite from their internal security duties.

Film Premiere in submarine

A FILM premiere is usually the occasion for a considerable amount of publicity, with stars and dignitaries, all 'dressed to kill,' thronging the foyer of the cinema.

The Pacific premiere of the film 'World Without Sun' had an entirely new audience, for the Managing Director of Columbia Pictures (Australia), Mr. Colin Jones, was kind enough to allow the first showing to be in the submarine H.M.S. Taciturn.

The film is the story of Jacques Yves Cousteau's underwater exploration of the Red Sea. Seven men and one woman lived for periods in houses under the sea—five of the men being underwater for four weeks. Two of them took part in an extensive exploration in a 'diving saucer,' and it is on this that the film is mainly based.

Those in the submarine saw some really wonderful and unbelievable scenery, reminiscent of Jules Verne, and it was a fitting event; that the film's premiere should be to men who also live under the sea.

(Continued from column 3) ing. At this point the unbelievable happened: the ship was coaled by native labour. Then on through the Suez Canal and oppressive heat of the Red Sea to Perim where, again, native labour humped the coal. The same at Colombo, but at Hong Kong the Chinese just humped it to the upper deck and the ship's company did the remainder.

HAPPY COMMISSION

It was a happy commission with visits to Japan in 1906 and 1907. There was a typhoon at Wei-Hai-Wei. King Alfred was a great gunnery ship. The Gunery Lieutenant being the Rt. Hon. Arthur Stopford, and our Captain, Thursby, an inspiration. The Australian and East Indies Squadrons were met at Singapore and many ratings changed ships. Bangkok and Saigon were visited and at Manila we met the United States Asiatic Fleet, the crew of the flagship, West Virginia, treating us to a 'trolley ride, dinner and entertainment.'

It was a strenuous but happy commission during which much progress was made by those who were very raw on commissioning. A new crew arrived on board H.M.S. Hawks and H.M.S. Crescent, and those who had spent 1907-1908 in King Alfred left Hong Kong for the United Kingdom about March 18, 1908. Even the youngest could feel that he was now worthy of being called 'A Sailor.'



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- 1965 LOTUS CORTINA, white with green flash and black interior, heater and screen washers, one owner, 3,000 miles £855
- 1965 CORTINA 2-door Super, ambassador blue with grey roof and blue interior, heater, screen washers, seat belts and wheel trims, 900 miles, one owner, Reg. Oct. 1965 £675
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- 1963 ANGLIA SUPER, Ascot grey with white roof and flash and red interior, heater, screen washers, wheel trims and cigar lighter £425
- 1964 ANGLIA de luxe, grey with red interior, heater and screen washers £425
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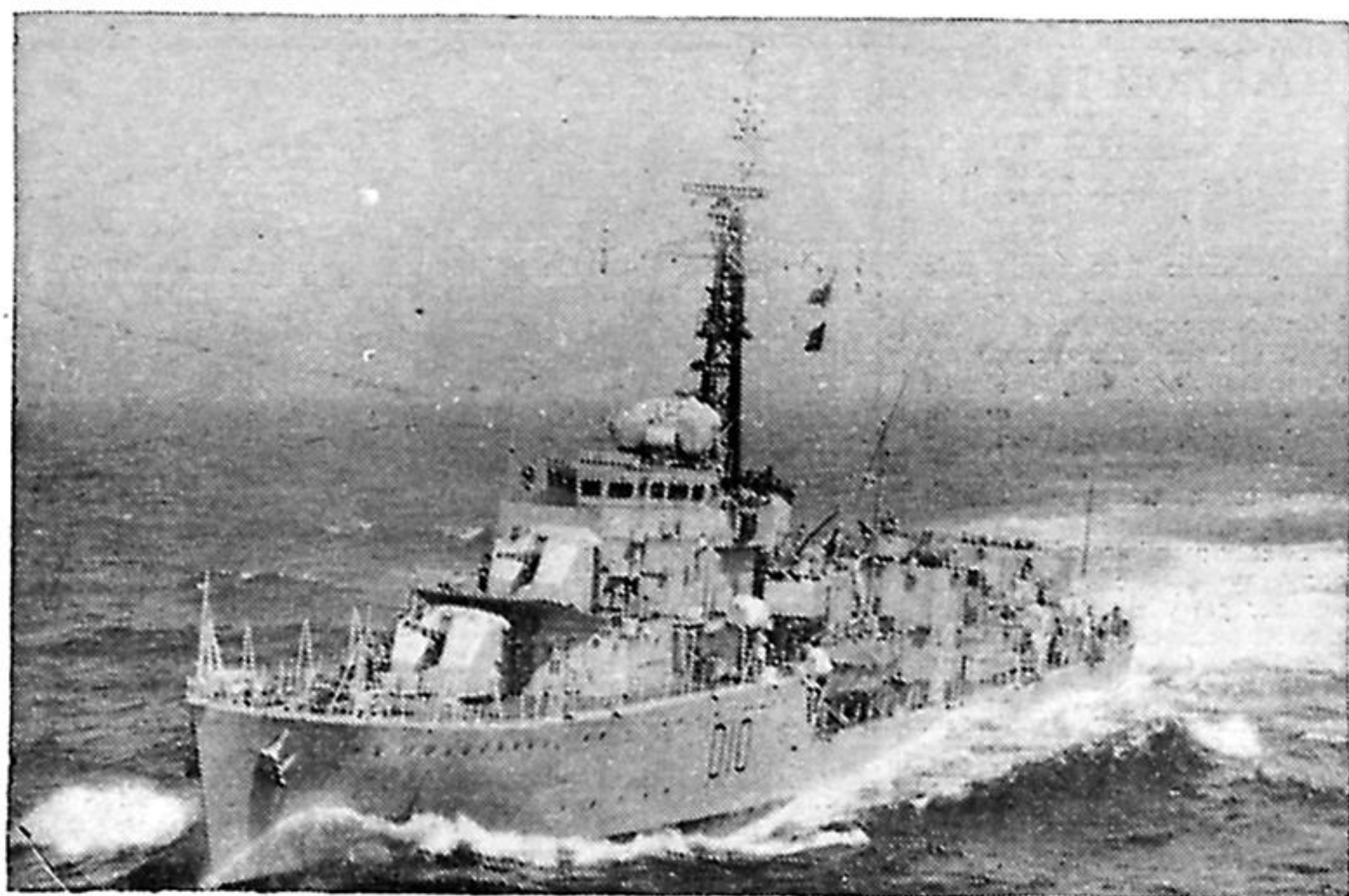


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H.M.S. Cassandra

Long refit for Arctic veteran

H.M.S. Cassandra (Cdr. K. Vause, R.N.), having celebrated her 22nd birthday on November 29, 1965, returned to the United Kingdom in December from the Far East, where she has been part of the 30th Escort Squadron, and is about to pay off for a long refit.

The present commission started in October, 1963, and after service in Home Waters she left England in May, 1964, for her first overseas leg, scheduled to be in the Mediterranean. She spent a month operating with H.M.S. Dreadnought and then worked from Malta until September, 1964.

SERVICE IN FAR EAST

In company with other ships of the 30th Escort Squadron, Cassandra sailed at short notice in September, 1964, to reinforce the Far East Fleet. After a high-speed passage to Singapore the destroyer began anti-infiltration patrols in the Malacca Straits, between Malaysia and Indonesia. Apart from a short visit to Hong Kong in October, Cassandra spent her whole time in

the Far East on patrol against Indonesian activity.

The ship celebrated her 21st birthday in the Indian Ocean on passage back to the Mediterranean, and a brass key was made on board to serve as a weathercock and to support the ship's commissioning pendant.

Christmas, 1964, was spent at Malta and on New Year's Eve the ship started for home via the smoking volcano of Stromboli and a visit to Civita Vecchia, the port of Rome.

FOURTH OF HER NAME

Cassandra spent the next six months in the Home Fleet, taking part in several NATO exercises, visiting Norway, Sweden and Germany, but in June, 1965, she again sailed for the Far East where she was on patrol

continually except for one visit to Hong Kong.

H.M.S. Cassandra was launched on November 29, 1943, at Yarrow's Yard, Scotstoun, and is the fourth ship to bear the name in the Royal Navy. The first was a cutter of 110 tons mounting 10 18-lb. carronades. She was built in 1806. The second, 1807, was a brig sloop of 337 tons mounting 16 guns. She was captured at Copenhagen. The third Cassandra was a light cruiser of 4,102 tons, mounting five 6-in. guns, two 3-in. guns and four sets of twin torpedo tubes, launched in 1916, and sunk by a mine in 1918 while attached to the Grand Fleet.

The present Cassandra first commissioned in 1944 and started her war service on the arduous task of Arctic Convoys to North Russia. On December 11, 1944, a violent underwater explosion forward, presumed to have been caused by a torpedo, blew her bows off, 62 men being lost. Effective damage control kept the ship afloat and she was then towed, stern first, back through very rough seas 165 miles to Rosta in North Russia, where a temporary bow was fitted.

At the end of the war Cassandra was placed in Reserve where she remained until she was modernised and commissioned for service on the Far East Station in April, 1960.

'FAIREST DAUGHTER'

Cassandra's name comes from the 'fairest of the daughters of King Priam of Troy and his Queen Hecuba.' In promise of her love Apollo granted her the gift of prophecy, but she failed to keep her side of the bargain, and though she retained her gift it was with the qualification that none would believe her. She was taken home as 'booty' by King Agamemnon after the fall of Troy, but his wife Clytemnestra, thought this a very bad idea, and soon found means of poisoning her.

Sweepers for the R.A.F.

TWO former Royal Navy minesweepers, H.M. Ships Bottisham and Chelsham, are to be commissioned for service with the Royal Air Force, for range and recovery work at R.A.F. Coastal Command's station at Mount Batten, Plymouth. In their new role the craft will be known as H.M. Air Force Vessels 5000 and 5001 respectively.

The 'Ham' class inshore minesweepers are of 147 tons displacement, 107 feet long and have a speed of 13 knots. They will replace target towing launches whose work is being extended to enable tasks to be undertaken at greater range. They will carry a crew of 12.

Both craft were converted and repainted at the Coastal Forces Maintenance Base, at Hythe.

(Continued in column 4)

ART ON THE FLIGHT DECK



Here's a young sailor with a variety of interests. When he is free from his duty of maintaining diesel and turbo generators in the Commando Ship, H.M.S. Albion, L.M.(E) Adrian Sullivan (21) likes fishing, reading books and exercising his considerable prowess as a painter. It was in the Indian Ocean during a passage from Singapore to the Seychelles that Adrian's artistic ability was recognised, when his nostalgic rural scene won first prize for him in the painting section of the ship's handicraft and hobbies exhibition. Adrian (of Newark, Notts), is seen applying the finishing touches to his colourful piece on the flight deck of H.M.S. Albion. He is due to return to the United Kingdom shortly to undergo a two-year Mechanician's course in H.M.S. Sultan, where he may have the opportunity to pursue his other spare time activities in the field of rugger, soccer, cricket and athletics!

'Jack' can do anything

ON Fraser's Hill golf course, high in the Malayan mountains, H.M.S. Lincoln's golf addicts hooked and sliced in company with Sultans, Malayan Government officials and rich tourists last September and October when the ship's company spent seven days at this popular hill station.

The hill station is named after J. L. Fraser, a prosperous tin-mine concessionaire. Fraser, who lived on the hill in the 1890's, was never seen in the jungle without his bowler hat.

After an overnight train journey from Singapore, the sailors enjoyed a thrilling bus ride, climbing 5,000 ft. along a narrow road which spirals up the mountainside.

Cdr. D. C. Nairne, R.N., commanding officer of H.M.S. Lincoln, had sent his men up to Fraser's Hill for a change of climate and routine.

The jobs that the men were given at the small naval training camp were certainly different; landscape gardening, woodcutting, constructing a badminton court and laying turf proved that 'Jack' can turn his hand to anything.

CHEAP GOLF

The main attraction of Fraser's Hill is its nine-hole golf course. Constructed on a valley bed, completely encircling a steep jungle-covered hill, few golf courses in the world can match its truly magnificent mountain scenery. The local children, often no taller than the bags they carry, invariably select the correct club and offer sound advice — all for 2s. a round.

The navy players were given special rates by the club. Seven days' golf for 5s.—excellent value if one does not lose too many balls. Dense jungle, monsoon ditches and drains enable the caddies to maintain a steady trade in second-hand golf balls.

Virtually isolated, the local Chinese and Malayan football team play only the Naval Training Camp. Lincoln's impromptu teams never mastered these confident natives, who have lost only four games in two years.

The general verdict on Fraser's Hill was 'restful.' Some prefer the bright lights of Singapore, but the golf 'fiends' are planning a return trip.

Rating dismissed from the Service

AT a court martial in the Royal Naval Barracks, Portsmouth, on December 2, Ordinary Seaman Edward Grattan, of H.M.S. Delight (3,600 tons, full load), admitted trying to damage the ship so that she should never go to sea again. He was sentenced to 15 months' detention and dismissed from the Service.

Grattan admitted four charges — wilfully damaged two six-inch manilla ropes — wilfully damaged about 12 tons of diesel oil — disobeyed the lawful command of P.O. Peter Whyte — and behaved with contempt to P.O. Whyte, his superior officer.

For the accused, Lieut. D. Evans, R.N., said that Grattan was unsettled in the Navy.

The damage caused was not likely to have serious consequences for the ship.



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(Continued from column 3)

H.M.A.F. Vessel 5001 commissioned with the R.A.F. on December 13 under the command of F./Lieut. J. A. Phillip, of Epsom. H.M.A.F. Vessel 5000 will commission under the command of F./Lieut. W. G. Barnard, of Plymouth, on January 11.

THE HOME FLEET

Over sixty ships under the control of the C-in-C COMPLEX TASK

MANY people will probably imagine the Home Fleet as just a dozen or so ships of various classes, administered by a Commander-in-Chief flying his flag in a Capital ship, engaged on a leisurely but dignified programme of exercises and goodwill visits. In fact, nowadays there are, on an average, something over 60 ships under the control of the C-in-C, and because of the complexity of his task, the Fleet is operated from a shore headquarters, with a Flag Officer Second-in-Command acting as the C-in-C's representative afloat.

All surface ships in Home Waters, with the exception of mine-sweepers, amphibious vessels, the Fishery Protection Squadron and some auxiliary vessels come under the full command of the C-in-C. A large percentage of these ships is permanently attached, but others spend only a short period in the Command, usually when they are freshly commissioned and are working up to operational standard. These then depart for foreign stations, but their vacant places are soon filled by ships returning from abroad for the 'Home leg' of their commissions.

Besides ships in commission, the C-in-C is also responsible for those refitting in Home ports. He has a comprehensive technical staff under the control of the Chief Staff Officer (Technical) — a Rear-Admiral — to arrange and assist with maintenance programmes, and to control mobile units of technicians which can be quickly deployed to back up local repair organisations.

TWO MAIN SECTIONS

The Fleet is divided into two main sections. These are:

(a) The First Home Fleet Flotilla, comprising General Service Commission ships in Home Waters, and ships on Home Sea Service which are not engaged purely on training and trials. The fighting efficiency of this flotilla is the responsibility of the Flag Officer Second-in-Command, Home Fleet who flies his flag in one of the ships of the flotilla.

(b) The Second Home Fleet Flotilla consisting of ships on Home Sea Service engaged on trials and training, including units operating for the Joint Anti-Submarine School at Londonderry, and those preparing for foreign service. Ships on the West Indies Station are included in this flotilla, but for administrative matters only. Their operational control is handled locally.

N.A.T.O. EXERCISES

To administer and train both these flotillas, there are highly organised planning and operational sections headed by the Chief of Staff working directly under the Commander-in-Chief, and since the C-in-C is also the N.A.T.O. Commander-in-Chief, Eastern Atlantic Area, many officers in these sections also hold N.A.T.O. appointments.

In peacetime the N.A.T.O. responsibility consists mainly of the formulating of war plans and strategy in conjunction with other member nations and arranging periodic international exercises to train the fleets in the use of these plans.

Training, in fact, accounts for a considerable part of Home Fleet activities since every ship when commissioned goes through a seven-and-a-half week work-up programme organised and supervised for the C-in-C by the Flag Officer Sea Training at Portland.

TOURISM WITH PAY

Goodwill visits, or what used to be called 'showing the flag,' have always been popular in

the Service and give ships' companies not only an opportunity to show off their ships but also a chance to explore foreign countries. In other words, tourism with pay. During their time with the Home Fleet, ships frequently make calls of this kind to a variety of European ports.

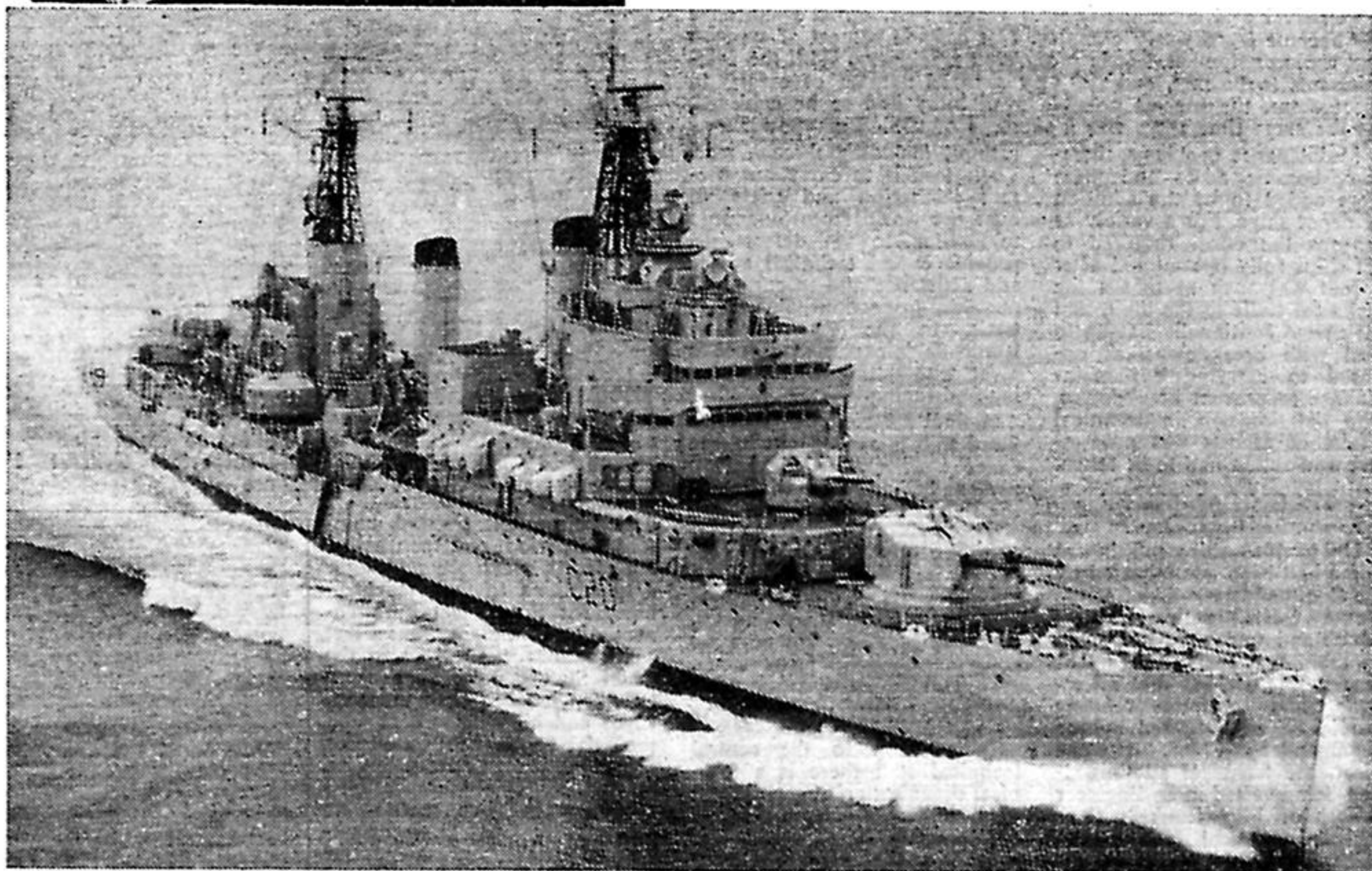
Each summer a full programme of visits to British ports and seaside resorts is also carried out. These visits are so popular that the number of requests for ships by coastal towns invariably outnumber the ships available and many requests have to be reluctantly turned down. During the summer of 1965, a special representative squadron embarked on a programme of visits to the larger ports of this country. The 14 ships, ranging from an aircraft carrier to a fast patrol boat, were given the title of the 'Jack Tar Squadron' and spent just over a month playing host to all kinds of people from civil dignitaries to school-children. They arranged displays and exhibitions both ashore and afloat and attracted nearly a quarter of a million visitors.

CLYDE REVIEW

The summer of 1965 also saw another even bigger occasion for the Home Fleet when Her Majesty The Queen decided to visit the Fleet. An impressive force of over 70 ships was assembled in the Clyde and put in a lot of extra time preparing and polishing for the occasion. An immense amount of extra hard work is necessary to organise an assembly of this kind, but to the Home Fleet this memorable occasion was typical of the many and varied tasks it is constantly being called upon to perform.

At the conclusion of the visit The Queen, in her capacity as Lord High Admiral, in a signal to the Commander-in-Chief said: "I have been greatly impressed with all that I have seen of officers and men and their ships and equipment during the two days that I have been with you in the Clyde. I and my husband have much enjoyed our visit. Congratulations to you all. Splice the Mainbrace."

This then, briefly, is the Home Fleet. Its origin goes back many hundreds of years—in fact to the birth of the British Navy—and in one form or another and under various titles it has continuously protected this group of islands of ours and provided ships to take part in nearly all the famous sea battles which make up our Naval history.



H.M.S. Tiger, the 11,700 tons (full load) cruiser, the flagship of the Flag Officer, Second-in-Command, Home Fleet (Vice-Admiral J. O. C. Hayes, C.B., O.B.E.). The Commander-in-Chief, Home Fleet, Admiral Sir John B. Frewen, K.C.B., flies his flag on shore at Northwood (H.M.S. Warrior). Tiger was built by John Brown & Co. Ltd., Clydebank. She is 555 ft. in length (o.a.), and is armed with four 6 in. guns in two twin turrets, which have a rate of fire of 20 rounds per minute. Secondary armament consists of six 3 in. guns mounted in three twin turrets, capable of 120 rounds a minute. Complement is just over 700



Admiral Sir John B. Frewen, K.C.B.

'Home Fleet . . . heart and core of . . . Navy'

(BY ADMIRAL SIR JOHN FREWEN, K.C.B.,
COMMANDER-IN-CHIEF, HOME FLEET)

THE types of ships which now form the Home Fleet and the role which they are required to play differs entirely from the days when it was necessary to concentrate a massive fleet in being in home waters to ensure the security of our island kingdom. Military strategy is always changing but for some time now we have been able to rely upon the nuclear deterrent for the defence of our country and the ships of the Royal Navy have been deployed, when operational, mainly abroad in support of our overseas possessions, of our foreign policy and of the Defence agreements which we have made with our Allies around the world.

The Home Fleet has now become the heart and core of this world-wide Navy. Soon nearly every warship wherever abroad it may be deployed, will start its active service here at home. Some, those on Home Sea Service, stay with the fleet always, others just long enough to work up to operational standard before leaving. All these ships rejoin the Home Fleet when they return to give leave, or to exchange ships' companies, or to refit.

I am therefore pleased that 'Navy News' has invited us to show its readers just what the present-day Home Fleet is and how it operates. Old-timers will be interested to see how much it has changed, newcomers will be helped to understand better the Fleet in which they will undoubtedly serve.

ISLAND'S SURE SHIELD

Names that became household words

A QUICK look down the list of admirals who have held the appointment of Commander-in-Chief, Home Fleet during the present century, reveals many names which have become household words.

The first person to hold the title in 1903 was Admiral Sir Arthur K. Wilson, who was awarded the Victoria Cross while serving as a Captain in the Naval Brigade in the Sudan War of 1884. From then on the list of great modern fighting men grows. It includes such personalities as John Jellicoe, David Beatty, Charles Madden—both father and son—Henry Oliver, Lord Chatfield, Sir John Kelly the Earl of Cork and Orrery, Roger Backhouse, Sir Charles Forbes, Bruce Fraser, Rhoderick

McGrigor, Philip Vian and many others.

Each in his turn has left his mark on the Navy and many of them spent considerable time fighting for the Service's interests since retiring from active service. Thankfully, longevity seems to be common among them, which means that the country has had the benefit of their vast experience for many years after they put away their uniforms.

No doubt the list will continue to grow and the quality will be maintained. Certainly the type of person will change, in so far as the Navy has replaced the marlin spike sailor with the micrometer mechanic and the modern officer has had to adjust his professional qualifications accordingly. But even so, the tradition built up by this fine line of men must surely continue to act as an example in the future.

NELSON'S LONG REIGN

H.M.S. Nelson was the flagship for the longest period over the last 65 years, 1927 to January, 1940, (apart from a few months in 1937 when Rodney took over) and again in 1946. H.M.S. Queen Elizabeth was flagship from 1916 to 1924. The carrier Furious was flagship for a short period in 1944, and Implacable (1949) and Indomitable (1951) also flew the flag. H.M.S. Vanguard was Home Fleet flagship for a period, 1949 and 1950, and again 1952 to 1954. In 1954 a depot ship H.M.S. Tyne, carried the flag, and she was followed by Maidstone, another depot ship Tyne taking over again in 1958.

From January, 1960, the flag has been flown on shore, the Commander-in-Chief being borne on the books of President until 1963 and subsequently in H.M.S. Warrior, at Northwood, Middlesex.

Arctic convoys to Pacific

ADMIRAL Sir John Byng Frewen, K.C.B., who became Commander-in-Chief, Home Fleet and NATO Commander-in-Chief, Eastern Atlantic Area on July 6, 1965, and who was, until recently Vice-Chief of Naval Staff on the Admiralty Board, entered the Service at the age of 13 as a Dartmouth Cadet in 1924.

Specialising in navigation he served in H.M. Ships Caradoc, London and Formidable during the Second World War in areas as far apart as the Barents Sea with Russian-bound convoys and the Pacific.

Since the war he has served in Washington, H.M.S. Duke of York, Plans Division, Admiralty, H.M.S. Mounts Bay, H.M.S. Osprey, Norfolk Va, Imperial Defence College, H.M.S. Eagle, Chief of Staff to C-in-C., Home Fleet, Flag Officer, Second-in-Command, Far East Station, and then a Lord Commissioner of the Admiralty.

Married, Admiral Frewen has a house in Sussex where his family has been established for nearly 400 years.

'Prevention better than cure'— Motto of Central Technical Staff

DURING and since the Second World War, escort ships have become increasingly complex. Not only in respect of weapon and radio equipment, but in propulsion machinery. With the commitments to be met, and the very reduced number of escorts to meet them, the highest possible availability had to be achieved. At the same time there was a shortage of skilled manpower.

Maintenance problems, therefore, became acute and these were added to by the addition of depot ships. For a variety of reasons the effort required to get ships fully operational after a refit was such as to tax the technical staffs to the limit, and they were continually having to deal with breakdowns, as opposed to carrying out maintenance to prevent breakdowns. The deterioration in technical affairs of escorts was progressive and action had to be taken.

TECHNICAL STAFF FORMED

Up to 1963 ships refitting at home had been administered by the Commanders-in-Chief of the Home Ports, with technical advice and guidance being given by their own staffs, but in that year it was decided that all escorts and cruisers refitting should be administered by the Commander-in-Chief, Home Fleet, the technical administration being vested in an Engineer Officer of Flag Rank, with a central technical staff. This officer was responsible to the Commander-in-Chief, Home Fleet, as his Chief Staff Officer (Technical).

This central technical staff, based on Portsmouth, now consists of 30 officers and 35

ratings, including three Wrens. Their task is to carry out pre-refit inspection and trials all over the world from Singapore to Halifax, to 'vet' defect lists, provide expert technical advice and assistance and to carry out post-refit inspections, and attend trials. In the Weapons and Radio fields expert assistance is given with setting to work, testing and tuning.

A final inspection of each refitted ship is carried out by the Chief Staff Officer (Technical) personally, and if satisfactory the ship is declared operational.

The organisation also deals with the technical problems of the operational ships in the Home Fleet, and periodical visits are paid to ships who are in Home Ports for either maintenance periods or leave.

HOME PORT UNIT

In addition to the central technical staff there is a technical organisation at each Home Port under a Captain Fleet Maintenance. The organisation comprises the Fleet Maintenance Groups with their technical officers, the Groups containing both fixed and mobile Fleet Maintenance Units. The first priority for the Fleet Maintenance Units is to support escorts



Rear-Admiral C. H. S. Wise, M.B.E., the Chief Staff Officer (Technical), Home Fleet, and Inspector General Fleet Maintenance

undergoing their assisted maintenance period, and then assisting escorts which are refitting.

In addition to their responsibility for their Fleet Maintenance Group the Captains Fleet Maintenance, who are also the Chief Staff Officers (Technical) to the local Commander-in-Chief and his officers deal with the day-to-day problems of ships refitting and carry out on the spot technical investigations, especially in such matters as hull preservation. These organisations consult with the central technical staff on the progress of refits and important technical problems that arise.

REASONS FOR FAULTS

The Chief Staff Officer (Technical), Home Fleet, is also the co-ordinating Chief Staff Officer (Technical) on a world-wide basis and he has the responsibility for exchanging information and formulating standard practices. In this function, very close touch is kept with the Chief Staff Officers (Technical) to the Overseas Command and Flag Officer Sea Training to ensure that details of defects in running ships are reported so that the reasons for them can be investigated and avoided in other ships. He is also the Inspector General Fleet Maintenance and as such is responsible for advising the Admiralty Board and all Commands on maintenance support problems in general.

The present Chief Staff Officer (Technical), Home Fleet, and Inspector General Fleet Maintenance, Rear-Admiral C. H. S. Wise, who took up the post on August 11, 1965, is the only officer of Flag Rank from a technical specialisation actually serving with the Fleet, as opposed to being in the Ministry of Defence or the Dockyards, or the Fleet Air Arm. As such, he regards himself as the representative of the technical branches actually serving in the ships, and he is very conscious of the extreme efforts that they are now being called upon to make to keep the ships running. One of his main problems is trying to find some way of alleviating the pressure.

GOOD RESULTS

While a central technical staff has now been in being for two and a half years, and good results in the reduction of breakdowns and crisis engineering have been achieved, the full answer is not yet to hand, and what the Chief Staff Officer (Technical), Home Fleet, is striving for now is greater cohesion between his staff, the Ship Maintenance Authority and the Captains Fleet Maintenance, to get a more tightly knit organisation with greater efficiency. With this in mind every effort is being made to find standard procedures between the F.M.U. organisations at the Home Ports and to make sure that the best methods are adopted, so that ships will know what assistance to expect, and that it will be the best assistance available.

HEADQUARTERS UNIT SAVES MANPOWER

INTegrated into the Home Fleet activities is a very active and highly trained Reserve section, responsible mainly for operational plotting and communications. This is a force of Naval reservists, who, working alongside Air Force reservists, maintain their efficiency in these jobs by constant attendance throughout the year. Other work performed by the reservists is supplementing the regular personnel in intelligence, logistics and merchant shipping control.

The reason behind this reserve is an excellent one if you imagine the large numbers of regular service men and women who would otherwise be required to maintain the N.A.T.O. headquarters at full strength, ready for any emergency, at any hour, on any day, throughout the year. Over the last 10 years of peace, the wasted manpower would have been enormous.

However with the advent of the Royal Naval Reserve Unit at Northwood some nine years ago, and commissioned as H.M.S. Northwood this trained force has been available for immediate call to complete the manning of the headquarters without their living constantly on the premises as regular personnel, thus saving the taxpayer much in upkeep and pay. The men and women of this Reserve mostly live within easy reach of Northwood, Middlesex, and can be called upon immediately at home or at work if any emergency arises, whereupon they take up the headquarters jobs they have learned, on a full watchkeeping basis.

VARIED OCCUPATIONS

Officers, ratings and Wrens of H.M.S. Northwood come from all walks of life and widely varied civilian occupations from shipping and travel to the Post Office, from medicine to advertising, and many of the Wrens are housewives. All have an affinity for the sea, and an innate sense of contributing to the defence of their country in the most effective and individual way they can. This is frequently put to the test when they leave the fireside on a winter's evening to face the weather and trans-

port difficulties to attend weekly training.

The normal work is carried out underground but nevertheless occasions arise during the year for exciting breaks from routine: an air trip over the Channel; a minesweeper visit to Cherbourg for the week-end; a tour of an oil refinery; shooting and sailing are but some of the highlights of the average year.

Ages of the personnel vary from 17½ to 65—the former straight from school and many of the latter with years of active service behind them; a cheerful and happy combination in a close-knit team which has a camaraderie rarely found these days.

Once the team dons uniform it becomes an integral part of the Eastern Atlantic N.A.T.O. Command and plays a vital part in this formidable force. Originally commanded by Capt. I. A. McGregor, V.R.D., R.N.R., and now by Cdr. A. F. Burr, V.R.D., R.N.R., the unit has grown from a nucleus of officers and ratings from the R.N.V.R. Division to the present force of some 150, not a few of whom joined as probationary ratings and are presently seasoned officers and senior ratings with very considerable responsibility in the headquarters organisation.

VACANCIES

Recruiting continues and there are always vacancies for men and women with the right attitude of mind to tackle the work and become one of those who are looked upon by their friends as possibly something of an enigma but at the same time, with respect and even envy—a member of the Royal Naval Reserve.

'YOU NAME THEM— WE TRAIN THEM'

LIBYANS, Kenyans, Iranians, Ghanaians, Malaysians, Nigerians, Algerians, Trinidadians, New Zealanders and even Englishmen—you name them, we train them. All we ask is that they speak English. Our squadron has, as its emblem, the flaming torch of learning and in our ships, Eastbourne, Torquay, Scarborough and Tenby, we teach them all. Whether they be juniors who have been in the Navy a whole fortnight or officers about to take up their first post as captain of a sea-going ship, we show them the ropes.

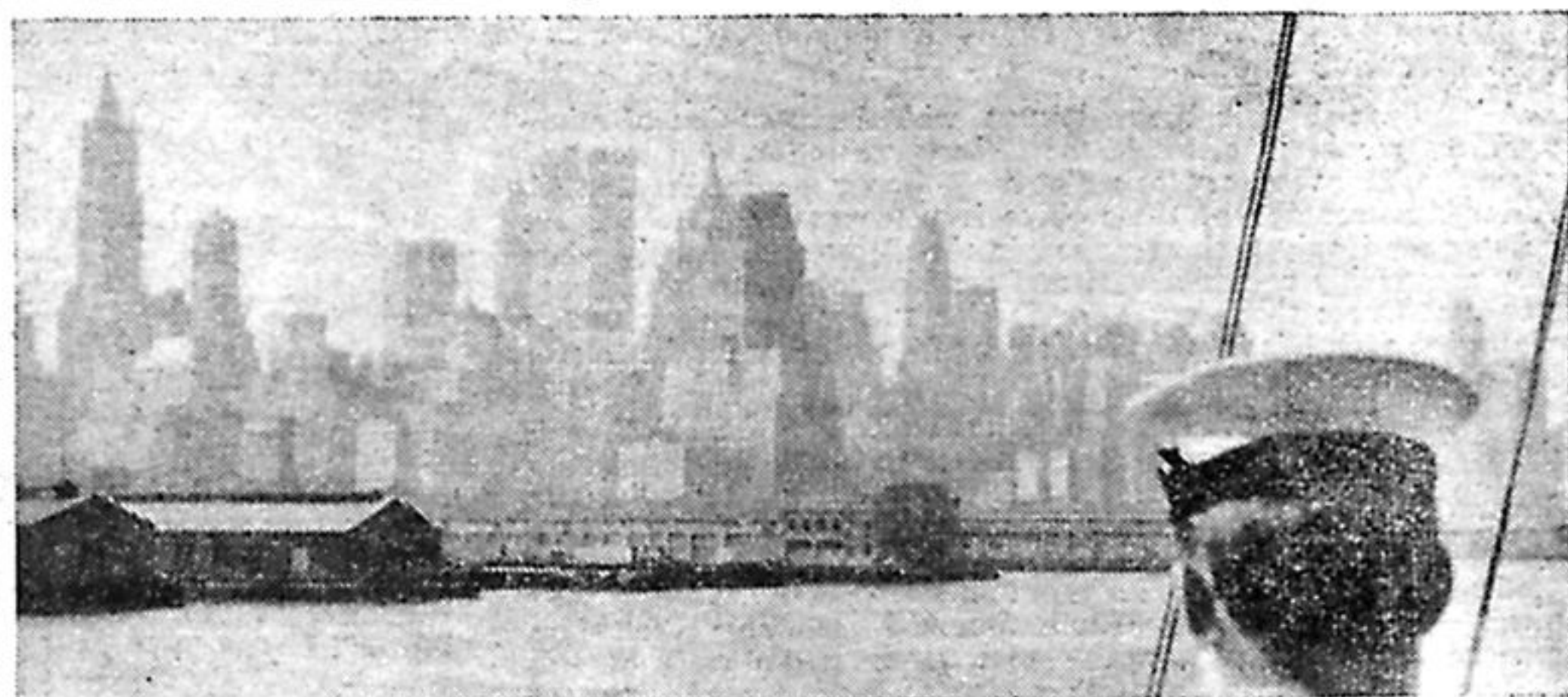
Our main task is to teach the cadets from Dartmouth and although our official title is the Seventeenth Frigate Squadron, we are popularly known as the Dartmouth Training Squadron. We take cadets to sea for three months during their second or third term. We teach them how to live on a ratings' mess deck, how to sleep in a hammock and how to paint ship but, at the same time, they have to learn how to be an officer of the watch, how to navigate a ship and how to run a boiler room.

But besides cadets, we are responsible for giving juniors joining the Navy at Ganges and Raleigh their first taste of the sea. They come to us for a fortnight at a time to recognise the

live steam in a sea-going ship.

You will find ships of the flaming torch grinding up and down Spithead and the Solent for weeks on end giving sub-lieutenants on subs' courses at Dryad their chance to anchor a ship without first running her aground. Later on we see some of the same officers return to us as budding navigators on the long course at Dryad trying out a really tricky anchorage under some cliffs or attempting a difficult harbour approach using blind pilotage.

One other thing we manage to get some pretty delightful spots while carrying out our essential tasks. Last year we ranged free over the Mediterranean; paid good-will visits to



'Goodbye, New York.' Torquay leaves the city after a Fourth of July visit.

Mayor goes to sea in Verulam

TEN members of the St. Albans City and Rural District Council, including the Mayor (Alderman H. Child, M.B.E.) and Chairman, (Mr. F. J. Reed, J.P.) respectively, visited H.M.S. Verulam at Portland, during December, subsequently taking passage to Portsmouth in the ship.

Additionally 30 Sea Cadets and Instructors from T.S. Verulam (St. Albans Unit, Lieut. D. C. C. Woollett, R.N.R.), and the London Colney Sea Cadet Unit made the passage.

On December 9 the official party dined on board, almost exactly one year after a similar dinner at Portsmouth.

The visit was a return for hospitality given to members of the ship's company when they visited St. Albans in September last. Close ties have been maintained with the City and Rural District since the ship was adopted in Warship Week, 1943, when £625,000 was raised.

EXCHANGE OF SHIPS

THE following rating is anxious to exchange ships. Anyone with similar qualifications and same type of service who is interested should write to the applicant direct. In accordance with Defence Council Instructions 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

Mech. 1/c P. B. Smith, serving in S.M.A. Portsmouth (over six months), accommodated in R.N. Barracks, Portsmouth, and who has just completed a General Service Commission, would like to change with E.R.A./Mech. serving in or detailed for H.M.S. Ganges.

sharp end from the blunt end and learn how to be seaseik without actually showing it.

WATCH-KEEPING

We also have the responsible task of teaching E.R.A. apprentices from Caledonia what it is to keep a watch in a real engine room and boiler room. We give these youngsters their first experience of working in seagoing conditions and they learn the difference between coloured lines on a blackboard and real

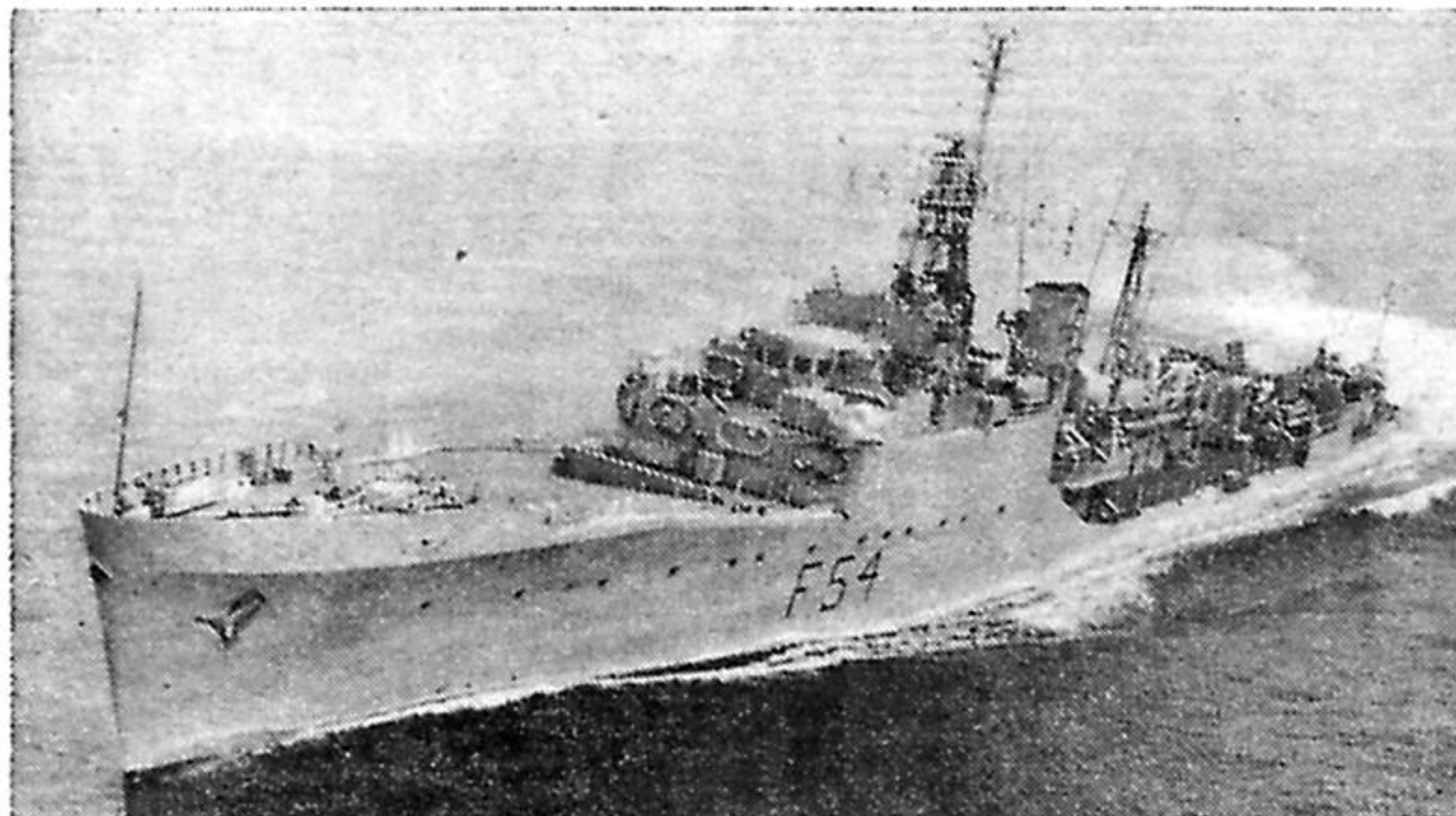
the principal ports of Ghana, Nigeria and Sierra Leone; swanned it in North America, going up the St. Lawrence Seaway to the Great Lakes, and managing to spend the Fourth of July in New York. It's absolutely essential, you see, that we have good weather for training. When we are feeling particularly pleased, we sometimes pinch ourselves to make sure we are not dreaming and then ponder whether we are in fact the only real peace-time squadron there is.

'Double' for a frigate



The annual cookery competition for Home Fleet ships gives the Naval cooks a chance to prove that sailors' meals are no longer just "roast and two and figgy duff." The competition, which this year attracted entries from some two dozen ships, is divided into three sections, namely, Wardroom, Galley, Ship's Company Galley and Bakery.

Because of the wide dispersal of the ships taking part, judging by the Fleet Supply Officer and Command Cookery Officers took many weeks to complete—and, possibly, caused them bouts of indigestion in the process. This year, for the first time, one ship came first in both the Wardroom and Ship's Company sections. H.M.S. Grafton, of the 20th Frigate Squadron, whose galleys are staffed by Maltese ratings, was the successful ship and this should rate her very high on the list of ships "preferable to be drafted to." H.M.S. Hampshire took the prize in the third section with a tasty bake of bread, rolls and cakes. Picture shows The Fleet Supply Officer, Cdr. D. J. Bateman, R.N., judging an entry in the Bakery Section.



H.M.S. Hardy, of the 20th Frigate Squadron, practising four wheel drift on the skid-pan

NOT MOST COMFORTABLE BUT SQUADRON ROADSTERS GIVE EXCELLENT SERVICE

THE Northern Ireland branch of the 'Grey Funnel Motoring Club' is based at H.M.S. Sea Eagle in Londonderry where there has long been an active interest in club affairs. There is a close liaison with Light Blue Airlines who have an airfield—R.A.F. Ballykelly—only 13 miles from Londonderry. Together the Grey Funnel Club and Light Blue Airlines run the Joint Anti-Submarine School (J.A.S.S.) and conduct rallies and trials to develop advanced Anti-submarine Warfare (A.S.W.) techniques, provide continuation training and evaluate new methods and equipment.

These events attract participants from other club branches and also other countries but it is obviously better to have a works team to provide continuity; this is the principal function of the Twentieth Frigate Squadron of the Royal Navy.

Carrying the badge of the Red Hand of Ulster there are at present five vehicles in the stable. The team leader is H.M.S. Yarmouth, a 1960-model Type 12, kerb weight 2,500 tons, top speed basic 31 knots, 2 triple-barrelled A/S Mortar Mk. 10 mountings and, as a designed optional extra not yet fitted, Seacat missile system.

RELIABLE SERVICE

The team's real work horses are the well-known, well-tried, rugged Type 14's and there are three models—H.M. Ships Hardy, Grafton and Russell all of the late-1950's vintage. Despite not being exactly the most comfortable of roadsters (especially in Jass's winter rallies in the North Atlantic), these vehicles have given excellent and reliable service.

The newest member of the stable came out of the wraps in only March, 1965, and after a good performance over the notorious Portland hill-climb and an appearance at Clyde Motor Show for the Queen in August, started full Squadron operations in September. H.M.S. Naiad, a 'Leander' Class improved Type 12, is fitted with all the optional extras on the market including anti-roll bars, Seacat, and the

Wasp Helicopter. A well-appointed interior is topped by the most civilised driving cockpit afloat—comfortable and uncluttered with all the driving instruments and dials console-mounted. Altogether, the nearest thing yet to making the sport a pleasure!

PLENTY OF RUNNING

The sporting programme is all the year round (except for leave and works-assisted maintenance) and very full. In addition to JASS running (mostly September to April) in the generally rough hilly country of Rockall, Malin and Shannon, the team has also taken part in international events in the Mediterranean, attended the Home Fleet Concours d'Elegance in Gibraltar in October, and visited ports in Portugal, France, Netherlands, Germany and of course the United Kingdom. The Squadron certainly wouldn't stand much chance of a place in a Mobil Economy Run!

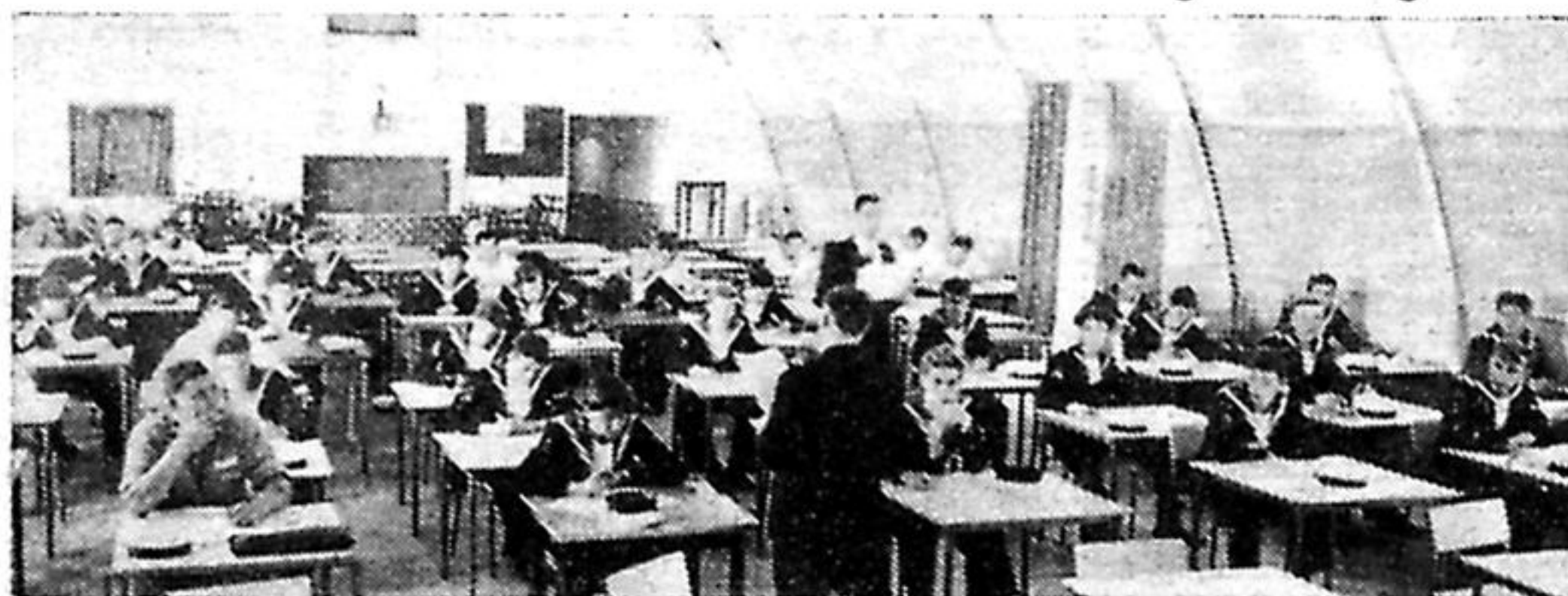
In a lull in this year's Winter Rally off the Hebrides one of the ships had Christmas on December 5, on the grounds that it seemed the best way as any to fill the gap. There wasn't any snow but the Quartermaster set the scene with the turn-out pipe at 0630—"For exercise, for exercise, for exercise—Merry Christmas." But, as someone remarked the following day back on the race track—"What a silly way to spend Boxing Day!"

Royal visitors to Tiger



ROYAL guests aboard H.M.S. Tiger (Capt. G. J. Kirby, D.S.C., R.R.N.), at Monaco in November when the cruiser was in the Mediterranean, were Prince Rainier and Princess Grace. After lunching on board they were joined by Princess Caroline and Prince Albert for an informal tour of the ship. The picture shows Princess Grace and her children, proudly wearing 'Tiger' caps for the occasion, being escorted round the ship by Admiral Sir John Hamilton, K.B.E., C.B., Commander-in-Chief, Mediterranean. The ship arrived back at Portsmouth on December 3, and took over the flag of the Flag Officer, Second-in-Command, Home Fleet, on December 12.

The Three 'Rs'—Navy Style



Opportunities for further education while serving in the Navy are probably better than in almost any other walk of life and facilities to improve their standards are available to all serving personnel who have the initiative to make use of them. Well over 600 Instructor Officers are serving in the Navy at the present time, although not all of them are engaged on training duties and the Home Fleet has its full quota of Instructors who are readily available to give advice and assistance to any rating. Opportunities occur during the year for men to sit for the G.C.E. and Naval Higher Education Test. A recent example of the extent to which these facilities are used was shown when the Home Fleet assembled at Gibraltar in November. A large number of ratings sat for the G.C.E. and H.E.T. and Naval and Marine Education Test at the Dockyard Technical College. This was typical of the response that ratings are showing to the opportunities offered. The photograph shows the candidates at the start of one of the examinations



The two flagships, Tiger (foreground) and Lion, alongside at Bergen

'It's just what I joined for!'

AS a comparative newcomer to the Flag Officer, Second in Command Home Fleet's staff (FO2HF), I thought it might be of interest to some of you to let you know what you are in for if you get appointed or drafted to 'The Staff.'

First of all you will be on Home Sea Service (lots of sea and not much home, some may say), and for the next year or so the flag will be in H.M.S.

Tiger, based on both Portsmouth and Devonport. By that I mean you are entitled to a married quarter in either (or else buy a house in Bridport—just half-way between the two). In theory the ship divides her Base Port time equally between the two ports, but the Devonport 'natives' will claim that Portsmouth wins slightly, and they may be right.

FLAGSHIP 'SAVAGED'

Perhaps the easiest way to give you some idea of the job is to tell you what we have done since the present Admiral, Vice-Admiral Hayes, took over in October, 1964. In September, H.M.S. Lion, the flagship, was savaged by Lowestoft in the Forth just after the Queen had opened the new Forth Road Bridge and the programme, which had until then included Stockholm and Cape Wrath (sublime to ridiculous) was rapidly changed and Lion went to Malta for repairs, the new FO2HF joining the ship in mid-October.

After a visit to Marseilles Lion exercised off Gibraltar, which was useful, if a trifle early, for Christmas shopping.

Ten comfortable days in Portsmouth towards the end of November were followed by ten very uncomfortable days on a rough weather exercise in the North Western Approaches. By December 5 the flagship was back in Devonport for Christmas leave—and plum puddings and turkeys and overdrafts and all that, together with a licence for a car. How our bank managers survive our Christmas leaves I can't think.

VISIT TO NORWAY

At the beginning of February, 1965, Tiger was off the east coast of Scotland for weapon training and general shakedown—or is it up?—before running a large scale N.A.T.O. exercise which finished up with everyone from the Commander-in-Chief downwards in Bergen. The Operational Staff were fully employed with the PXD, but the ships and the rest had a whale of a time—Expeds with the Norwegian Army—ski-ing at local ski resorts—and stories of broken legs, frost-bite, lost skis and discovered blondes continue to circulate and perhaps lose nothing in the telling. For some unaccountable reason the flagship then went off on her own and visited Rosyth, Sunderland, Trondheim and Narvik, returning to Devonport in mid-April. Sadly the staff's Easter Leave was somewhat curtailed by a strange event called PLYMVIZ. This is not a West Country tonic water, or even a locally produced fizzy drink, but a Home Fleet Assembly at Plymouth.

SUNNY MADEIRA

At the end of May the flagship went to the Mediterranean where the Operational Staff transferred to H.M.S. Centaur to conduct a fortnight's exercise. This was followed by a short stay in Gibraltar for the PXD and then off to sunny Madeira for wine and basketball, before returning to Portsmouth for 'Seadays'—an improved version

of 'Shopwindow' for M.P.s., Naval Attaches, Staff Colleges and other V.I.P.s.—at the end of June and the beginning of July.

Then came 'Exercise Jack-tar,' showing the flag to various United Kingdom ports, during which the ship paid visits to Hull, Newcastle (where 4,000 girls applied for 1,000 tickets for a dance), Belfast and Liverpool, and which were all great fun and hard work with ships open to visitors, guides, static displays, more guides, school-boys, schoolmasters and Mayors and V.I.P.s, and more guides still and 'Seadays.'

In the middle of it all was the Queen's visit to the Clyde with paint, and guards and bands, boats, barges and cheer ship, all of which were forgotten in the great thrill for those few of us who were lucky enough to meet Her Majesty or other members of the Royal Family.

On our return there was a quick flagshift from Tiger to Lion (both in Devonport) and we were off via Cape Wrath for exercises and Stockholm, and this time we made it. Cape Wrath was noisy—bombardments always are—but the passage into and up the Baltic was interesting with the usual very polite Russian escort as far as the mouth of the archipelago.

BEAUTIFUL STOCKHOLM

Stockholm! Well Stockholm is Stockholm and let's hope it always will be. The 400 girls who attended the officers' and ratings' ball given in the famous Stradshuset (Town Hall), where the Nobel Peace Prizes are presented, were just as beautiful as the travel pictures show. Perhaps even some of the Devonport natives were sorry when we left Stockholm to the beginning of its long winter to return to Devonport to conduct weeks of foggy N.A.T.O. exercises which took us almost to the end of October.

To complete the year we went to Gibraltar for a Fleet Assembly—a week of agendas and meetings, Fleet Boards, tugs of war, visits to the Casino, road races and football matches, Christmas shopping and sailing and all the usual ingredients of Fleet Assemblies.

IT STILL BLOWS

Lisbon—wet and windy—for four days on the way home to Portsmouth. Ten days in and off to the Butt of Lewis with the weather forecast saving "Strong to gale force northerly winds. Sea rough to very rough." It still doesn't blow as hard as it used to, of course, but I wonder why they don't fit stabilisers to cruisers.

All this, perhaps, paints a very rosy picture. There is plenty of work, too, and I can guarantee that if you join the staff your life will very soon revolve around 'Op. Orders,' 'Admin. Orders,' 'Serial Programmes,' 'Re-types' and a never-ending flow of pink signals. But, all in all, it is fun; constantly on the move; plenty of work; quite enough sea time; visits to all the best places and seasonal leaves at home. Just about what I joined for in fact. And, of course, you always get the best berth in harbour—when you're not at sea!

(STAFF)

Escaped from Repulse

VICE-ADMIRAL John Osler Chattock Hayes, O.B.E., the Flag Officer, Second-in-Command, Home Fleet, entered the Royal Naval College, Dartmouth in 1927, and at the outbreak of the Second World War was serving in H.M.S. Repulse, escaping from the ship when she was sunk in the China Sea in 1941.

He was liaison officer with the Army until the fall of Singapore. During the latter half of 1943 he was on Arctic convoys to Russia and in 1944 and 1945 was Staff Officer Operations on the staff of Vice-Admiral, Malta and Central Mediterranean.

Admiral Hayes was promoted Rear-Admiral in July, 1962, and appointed Naval Secretary to the First Sea Lord. He became Flag Officer, Second-in-Command, Home Fleet, in October, 1964, and was promoted to Vice-Admiral in September, 1965.

A RIDE ON A TIGER

(BY FELIS TIGRIS)

THE last three months of 1965 were quite a run round for H.M.S. Tiger, (Capt. G. J. Kirkby, D.S.C., R.N.), giving all on board, from the 'culture vultures,' 'wine-tasters' and 'bird-fanciers' to the 'Weaponers' every chance to indulge in their pet hobbies.

The ship left Devonport in September and sailed for the Mediterranean. On the way to Gibraltar an S.O.S. was received from a Liberian freighter saying she had a casualty. An eight-hour full-power trail followed the message and when the cruiser came up with the freighter, thanks to the advice given over the air by the doctor, the man was transferred by motor whaler to Tiger and eventually landed at Gibraltar.

Gibraltar was the same as ever. A big welcome for all. The tables in the casino were the usual draw and were patronised by the various mess treasurers, supply officers and Messmen—in fact all the people who, for their reputations and our peace of mind, shouldn't have been there at all. No bread and scrape or 'Nor-Easterns' appeared subsequently, so we can presume that all went well.

Off, then, to Malta, but not before the Gunner boys had embarked a propaganda expert into the target-towing tug and had occupied themselves in their usual noisy way. The size and the distance travelled by the chunks of wood knocked off the targets are still increasing, like the angler's one that got away, but we did notice a few bits missing when we closed the tug.

R.A.F. ESCORTS

En route, as happened whenever possible throughout the cruise, we were shadowed by the boys in light blue, and they provided our first welcome from Malta where we picked up the Commander-in-Chief, Mediterranean, Admiral Sir John Hamilton, K.B.E., C.B.

Exercise 'Dazzle' which followed, was not too thrilling despite the low level runs by R.A.F. Javelins who had been making successful smoke pat-

terns in the sky at the request of the Direction Officer. We had all had a Yellow Fever jab in case we visited Libya, but it remained a low line on the horizon from whence the Commander-in-Chief's Committee West sailed in a minesweeper to join us for the day. Never has there been seen so much top brass gathered together in one small area at sea.

BEHIND THE CURTAIN

After the exercise we sailed to Split, Yugoslavia, and our first taste of venturing behind the curtain. It proved to be a most popular visit from all angles. Even the 'culture vultures' joined us in glasses of the local brew. The local Folk Dance team, Eisteddfod prize winners, gave a demonstration alongside the ship and were later entertained on board.

Soudha Bay in Crete was the next place and as we sailed down the Dalmatian Coast and close to the Ionian Islands I felt the route was followed to allow our Schoolie to show off his classical knowledge and the vast fund of useless facts with which he teased the inter-mess quiz competitors throughout the cruise. In Soudha there isn't much to do but the Gunner branch again kindly organised beer and bathing.

The weather was kind and brought the denizens of the ship's deeps out in force. They should have known better. The snag was that before the bathing there was a 'short stroll' up a hill behind the bay and a descent to the beach which was very unkind on the spot where tails are attached to real tigers.

The suppressed archaeologists were in their element and two bus loads of them visited the museum at Keraklion and the Palace of the Minoan Kings at

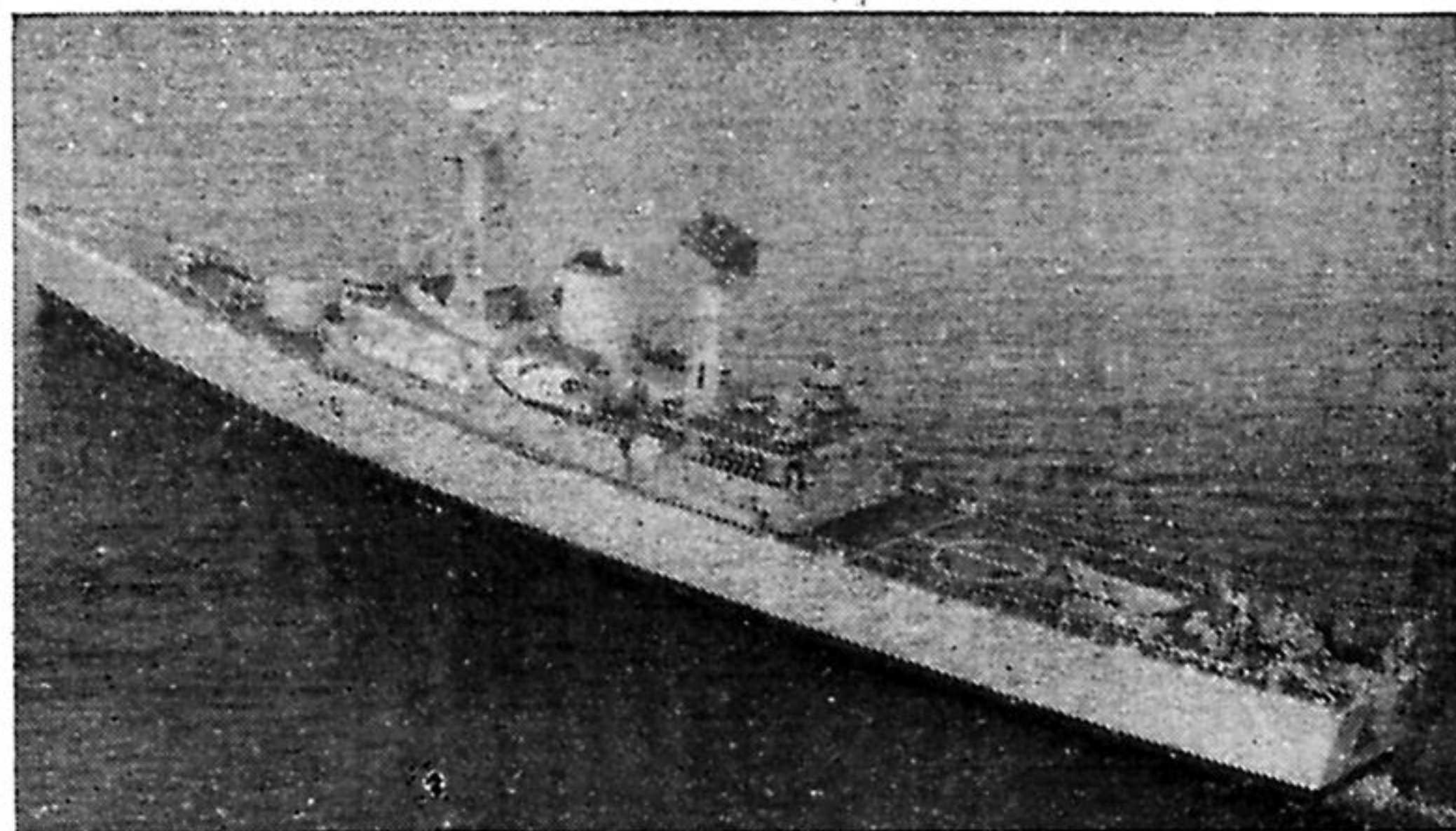
Knossos. The biggest wine jar in the world was duly photographed and much mental energy expended on calculating how long its contents would have lasted on board. One bus load rescued a damsel in distress. She was a 'makee-learn' guide, but missed the bus. Rescued, fed and wine-d by tigers she was reunited with her charges later.

From Crete we sailed back to Malta where the C-in-C disembarked and then we rushed off to get into the best billet at Gibraltar before the rest of the Home Fleet arrived, led by that other cruiser. The Commander-in-Chief, Home Fleet, Admiral Sir John Frewen, K.C.B. hoisted his flag in Tiger. While at Gibraltar we won the soccer and Round the Clock race, and came second in the sailing and the shooting.

With the end of the Home Fleet Assembly we swapped commands again and sailed off to Malta to re-embark Admiral Hamilton again for a further series of visits and to break out a C-in-C's flag for the third time in two months. (By the way, by the time 1965 ended we had flown the flags of a Rear-Admiral, a Vice-Admiral and two Admirals).

FIRE-FIGHTING

However, before that happened, we did a shore bombardment of Filfla. We had been looking forward to a quiet night, but an M.F.V. caught fire and our fire-fighting crews had a fine old time. By the time that they had finished the wreck was quite irreparable, but that wasn't their fault as the fire had been going a long time before they got there, and they are to be congratulated that it still floated and wasn't yet another chart correction.



H.M.S. Naiad the 'Leander' class General Purpose Frigate joined the 20th Frigate Squadron as recently as last September

Genoa followed — probably the best visit of the cruise. If you like mild climates don't visit Genoa in November. To us, straight from the south, it was like the inside of a refrigerator. As soon as it was possible to land the 'culture vultures' were away—to Rome and to Florence. They were quickly followed by the sporting skiers, Matterhorn bound, leaving the less adventurous to hog the superb hospitality of the local British community.

CAGED 'BIRDS'

Many Tigers found that the birds of Genoa were more closely caged than they had assumed, but everyone had an excellent time. Our sporting teams couldn't reproduce their previous form, and their were no wins to celebrate. In the soccer match against the local Ligurian Regiment, the cruiser's team had the vocal support of the Italian Navy. At the end the team was presented with the insignia of their opponents in the form of a little lapel badge

each—a Lion!—that other 'cat.'

From Genoa the ship sailed to the last port of call, Monaco. We didn't, as William Hickey suggested in the 'Daily Express,' have to go hard astern. Our experts had visited the port officials before we got there and decided that the harbour was too small to allow us in in winter. We anchored half a mile away which allowed our flood-lighting to be seen by the maximum. Because of the swell we had to cancel some of our official entertainments.

ROYAL VISITORS

Despite the weather the ship was visited by Prince Rainier and Princess Grace who lunched with the Commander-in-Chief. After lunch their two elder children joined their parents in a tour of the ship, conducted by their host, the Admiral.

As everywhere the Royal Marine Band was most popular, but a lot of their programme was cancelled because of the weather. However, the cere-

mony of Beat Retreat was performed in front of the Royal Palace, the only odd thing about it was that it took place at mid-day.

We returned to Malta to disembark Admiral Hamilton and took the opportunity of renewing ties with our 'chummy' regiment, The Fourth (Leicestershire) Battalion, The Royal Anglian Regiment, (The Tigers'), who were in the process of arrival from Aden to take up garrison duty in Malta. A party toured the ship and after lunch took part in sporting activities, the results being encouraging to the seagoing tigers. The following day a further party spent half a day at sea and witnessed an A.A. shoot.

So, with a short stop at Gibraltar for a final 'top-up' on Christmas shopping, we reverted to the Home Fleet and so to Portsmouth but not before the Channel had given us a taste of what we had been missing in the way of Force 9 gales and heavy swells.



Sporty Salts

THE old saying "All work and no play" has been well and truly hoisted in by the Home Fleet and there is an extremely keen sporting rivalry between ships and between squadron which reaches its peak every year at the Fleet Assembly when competitions in the various sports are played off.

Championships in football, hockey, basketball, squash, road racing and sailing are eagerly fought out wherever the Fleet drops anchor. The cheering parties alone are worth anybody's money to see. The Wembley Stadium could never stand a capacity crowd of their calibre.

The 1965 contests which took place in Gibraltar in November were typical of the keenness with which the competitions are fought. Even the men left on board on duty were not forgotten. The communications experts simply rigged up shore-to-ship radio and broadcast commentaries to their mess-mates.

TIGERS WIN

Although each type of sport gets its full share of enthusiasts, undoubtedly the King's Cup soccer competition is the most

popular. The final between H.M. Ships Tiger and Lion was an occasion described by a Gibraltar newspaper as 'reminiscent of pre-war days.' Thousands of spectators turned out to see the Tigers win by four goals to nil and the newspaper's remarks on the conduct of the match show just how fine a spirit there is in Naval sports. The reporter commented "throughout the competition the games were played with the greatest tradition of sportsmanship and not one single player was cautioned, booked, or ordered off the field in any of the matches. This is how football should be played: hard but clean; and this reflects great credit on the players."

No less enthusiasm was shown for the other competitions and no doubt they all produced a vast amount of food for argument of many messdecks.



The Round-the-Rock road race for the Arbuthnot Trophy was won by H.M.S. Tiger at Gibraltar during the visit of the Home Fleet last November, and in the lower photograph Admiral Sir John Frewen, Commander-in-Chief, Home Fleet, is seen presenting a winner's medal to A.B. Foyster. The winning team is shown in the upper photograph. The Arbuthnot Trophy was donated by Lady Arbuthnot in memory of her husband, Admiral Sir R. K. Arbuthnot, who was lost when H.M.S. Defence was sunk during the Battle of Jutland



With cheers and counter-cheers from the respective ships' companies, and many spectators who owed allegiance to neither one side or the other, but who had enjoyed a clean, hard, well-fought King's Cup soccer final at Gibraltar, H.M.S. Tiger beat H.M.S. Lion by four goals to nil. The presentation of the trophy to the winning team was made by Vice-Admiral J. O. C. Hayes, the Flag Officer, Second-in-Command, Home Fleet. In the upper photograph the captain of the Tiger's team is shouldered by some of his team mates



Zest's 90,000 miles in under two years

ON December 15 the anti-submarine frigate H.M.S. Zest (Cdr. J. H. Fiddian-Green, R.N.) sailed into Plymouth after spending 15 months with the 24th Escort Squadron on the Far East Station. She commissioned in Malta on March 12, 1964 and, after a period in Home Waters, sailed from Portsmouth in August, 1964, to join the Far East Fleet. As she steamed up Plymouth Sound she flew a 240-foot-long paying off pennant. This showed that she was nearing the end of her present commission and that her 190 officers and men were coming home for some well-earned Christmas leave after their long spell in the Tropics.

While H.M.S. Zest was out East President Soekarno's "Confrontation" policy against Malaysia was at its height. She spent over 100 nights and many days on operational patrol searching for and investigating local craft; any of these boats might have been carrying terrorists or weapons bound for Malaysia. H.M.S. Zest was employed mainly in the Singapore and Malacca Straits and off Tawau in Sabah, where she also completed two periods as guardship.

RESCUE WORK

In November of last year the S.S. Pompadour ran on to the Bombay Shoal in the South China Sea. The rescue tug Salvonia which went to her

assistance also grounded on the reef. H.M.S. Zest was dispatched at high speed to carry out rescue operations in the path of a threatened typhoon and succeeded in taking off all 45 of the crews from both ships.

Since she commissioned in March, 1964, H.M.S. Zest has steamed over 90,000 miles, and although patrolling necessarily took up most of the time, life has by no means been all work and no play for her ship's company. Three visits to Hong Kong were very popular and made a welcome change from patrols. The ship was also fortunate enough both to fit in a most memorable visit to Komatsumi, in Japan, and also to sample the traditional superb hospitality of the Australians during a week's stay in Fre-

A recent photograph of H.M.S. Zest

mantle in Western Australia.

FURTHER SERVICE

As H.M.S. Zest was first commissioned in July, 1944, she celebrated her coming-of-age in July this year. Most of her present ship's company are due to leave her this month, when she will recommence for service with the American and West Indies Squadron.



H.M. Submarine Astute entering Aden on her way home to Plymouth—and Christmas

HOME FOR CHRISTMAS

WHEN H.M.S. Astute (Lieut.-Cdr. U. Hoggarth, R.N.), returned to Devonport on December 17, she had steamed more than 20,000 miles since leaving her home base in early June, 1965.

Astute is part of the Second Submarine Squadron, based at Devonport, but has been de-

tached East of Suez to exercise with ships of the Middle East Station, and with the Indian Navy.

The exercises with the Indian Navy lasted six weeks, during which H.M.S. Astute operated from Madras and Vishakhapatnam, and parties from the submarine were able to visit New Delhi and the Taj Mahal at Agra.

company saw baby sons and daughters, born during the last six months, for the first time.

Mr. J. P. W. Mallalieu, M.P., Parliamentary Under-Secretary of State for Defence for the Royal Navy, who visited the submarine in early October during his tour of the Bahrain base, was at Plymouth to welcome the submariners home.

The following signal was sent to Astute by the Flag Officer Submarines when the submarine reached Devonport:

"Welcome home. I have followed your activities during detachment closely and congratulate you on an arduous and prolonged task thoroughly well accomplished. I was particularly pleased with your initiative, skill and resourcefulness in repairing your hydroplanes at Bahrain, which was in accordance with the high traditions of our submariners."

H.M. Submarine Oracle visits Blyth from January 22 to 27.

DIVER'S TASK

Arriving in the Persian Gulf in early September, with the water temperature at 95 degrees, the submarine's divers had a long and interesting task awaiting them. The after hydroplanes had to be removed for repair—a job normally carried out in dry dock. Before leaving the Gulf the submarine took part in a CENTO Exercise with other British, American and Iranian warships.

As well as providing valuable anti-submarine training, the Astute has underlined her ability to operate for long periods away from a depot ship.

On arrival at Plymouth some 10 members of the ship's

Sharks followed Neptune

WHEN H.M.S. Barrosa 'crossed the line' on November 12, King Neptune, in the person of C.P.O. Stores Acc. John McIntosh, boarded the ship and, with the assistance of R. S. Watkins, who read the Charge Sheets, and the 'Buffer,' C.P.O. Watts, who applied a liberal lather for a 'Sweeney Todd' shave, the ceremony was a great success. L.S.B.A. Smerdon was Neptune's Nurse and administered the necessary 'medicine.'

C.P.O. McIntosh is now serving on a fifth-five engagement and he has spent 34 of his 49 years at sea. Brought up at Portsmouth he served as a seaman with various shipping lines, ending with the Cunard line in 1939 when, being a member of the Royal Naval Reserve, he was called up for active service.

On April 4, 1941, he was a survivor from H.M.S. Voltaire, an Armed Merchant Cruiser, which was sunk off Freetown, and was taken prisoner by the Germans. He saw out the war in Marlag und Milag Nord prison camp, between Bremen and Hamburg.

SHARK FISHING

Before the excitement of the 'Line Ceremony' had died down there was a new attraction, as the ship's fishermen began hooking two sharks which had come to look around the ship. The demons of the deep were, however, too wily for the anglers, and snapped off the lines with their razor teeth. P.O.Std. Leung Kam Tai was almost successful when, by using a wire trace, he was able to keep the larger of the two fish hooked for some 40 minutes, only to see the shark swallow the trace and bite through the nylon line just as it was being brought out of the water.

The West Germany Navy training ship Donau visited Portsmouth from December 6 to 10. She had 148 cadets on board and was completing a cruise which started in July, 1965.



H.M.S. Brighton taking part in exercises in the Far East in October, 1965

BRIGHTON TO PAY OFF AND RECOMMISSION

THE anti-submarine frigate H.M.S. Brighton (Cdr. A. J. Cooke, R.N.), arrived at Portsmouth on December 15 in company with two other ships of the 30th Escort Squadron, H.M.S. Cassandra (Cdr. K. Vause, R.N.) and H.M.S. Aisne (Cdr. M. J. Garnett, R.N.). The next day Brighton and Aisne proceeded to Chatham, their U.K. base port, to pay off.

During this second foreign leg of her commission Brighton, which sailed for the Far East on June 14, 1965, after a week-end visit to her namesake town on the south coast, spent almost two days out of every three at sea, much of the time being on anti-infiltration patrols.

The frigate took part, during the six months, in a large exercise in the South China Sea, during which she operated with ships of the United States Navy, and spent two week-ends at the U.S. Naval Base at Subic Bay in the Philippines. Time was found, though, for a little relaxation, and Brighton paid short visits to Hong Kong, Labuan and Penang.

PAYING-OFF

For many of the ship's company the trip from Portsmouth

to Chatham was their last trip in the ship for, after Christmas leave, the ship pays off, to re-commission for another General Service Commission. Many of the ship's company will leave then, but 62 ratings who flew out to join the ship in Singapore in October last will remain. They are the advance party for the new commission and the experience they have gained in their two months working with the men of the old commission will be invaluable in helping the new crew.

Two of the ship's company became fathers during this last leg, and inspected their offspring when the ship got to the United Kingdom. A.B. 'Pat' Moss, of Southsea, has a son, and E.M. Brian Mundy, of Windermere, a daughter.

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THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

"UNITY — LOYALTY — PATRIOTISM — COMRADESHIP"

'Comradeship makes the Navy 'tick' — Admiral

At the recent annual dinner of the Herts. branch of the Royal Naval Association there were so many members and guests that an 'overflow' had to be accommodated in an adjoining room at the Shire Hall, Hertford.

Among the guests were the Mayor and Mayoress of Hertford (Alderman and Mrs. P. L. Patmore), and representatives from Association branches of Stevenage, Royston, Welwyn Garden City, Cheshunt and Waltham Cross, Hemel Hempstead, Chesham and Amersham. Representatives of the Hertford Old Contemptibles' Association, the Beds. and Herts. Regiment Comrades' Association, the recently commissioned East Herts. branch of the Association of Wrens, and local Sea Cadet Corps were also present.

A special welcome was accorded to the branch's No. 1 Shipmate, 'Ron' Petts and his wife Jean. This shipmate is paralysed by polio and was conveyed to the Shire Hall by the kindness of the St. John Ambulance Brigade.

BEST AMBASSADORS

The branch President, Admiral Sir Alexander N. C.

Bingley, G.C.B., O.B.E., in proposing the toast of The Royal Naval Association said that, as usual, there were two or three wars going on, only they were called 'confrontations' now, and the Royal Navy and the Royal Marines were engaged in them up to the hilt. He added that the best ambassadors which the country possessed were the 'Gentlemen in the bell-bottom trousers.'

He concluded an eloquent speech by referring to the comradeship on the lower deck saying it was this that made the Navy 'tick.' Comradeship in the Navy was stronger than in any other profession, and it was this comradeship that most servicemen looked back on more than anything else.

BENEVOLENT WORK

Replying to the toast Shipmate L. J. Flower, the branch Chairman, said that the Herts. branch had recruited another 21 members during the year and

the ship's company now totalled 125. He referred to the benevolent work of the branch saying: "In spite of our National Assistance and the Welfare State, we still think we can do something for our shipmates who fall on hard times."

The toast to the guests was proposed by Shipmate Eric C. Knight, Vice-Chairman of the National Council of the Association and branch Secretary, who welcomed the Mayor and Mayoress of Hertford. He said that since the branch commissioned in 1938 its relations with the civic authorities had always been most cordial. He also paid a cordial tribute to the ladies for supporting the cause of the Association.



Lieut.-Cdr. W. Jefferies, R.N.R., and Lieut.-Cdr. J. Maundrill, R.N., with L.Sea. G. Robbins and L.Sea. R. Tarrant, during the visit of the Beer branch R.N.A. to the Caterham Unit of the Sea Cadet Corps

Summer hosts call on Caterham Sea Cadets

BEER'S GENEROUS GIFT

THE ship's company of the training ship, Zephyr, the Caterham Unit of the Sea Cadet Corps, were pleased to welcome members of the Beer (Devon) branch of the Royal Naval Association to their headquarters recently.

The visitors, who had travelled to London the previous day to attend the Royal Naval Association reunion at the Festival Hall, were received at the headquarters by the commanding

officer of the unit, Lieut.-Cdr. W. Jefferies, R.N.R., and the chairman of the Unit, Mr. A. H. Smith.

A strong bond of friendship exists between the cadets in Caterham and members of the association in Beer. For the past four years the cadets have spent a very enjoyable and interesting week in Beer during the summer months, thanks to the hard work and organisation of Lieut.-Cdr. J. Maundrill, R.N. (president of the branch) and Mrs. Maundrill, Mr. E. C. Robbins (branch secretary) and Mrs. Robbins,

and Mrs. E. Dare (branch chairman), and to members and their wives who kindly billet the boys.

During the visit Lieut.-Cdr. Maundrill was invited by the commanding officer to inspect the ship's company, and afterwards divisions were held. Lieut.-Cdr. Maundrill presented to the Unit a trophy as a memento of the close bond between the two organisations, and the commanding officer, on thanking him, stated it was the intention to award the trophy annually to the 'Best All-Round Cadet of the Year.' The donor also promised to give a small cup each year for retention by the cadet who was awarded the trophy.

CANOE CHAMPIONS

Lieut. A. Forgham, R.N.R., First-Lieutenant of the Unit, then presented commemorative plaques to L.Sea. G. Robbins and L.Sea. R. Tarrant, who had, earlier in the year, gained first place in the Southern Area Canoe Championship at Rye, Sussex.

After a display by the Unit band and making an inspection of the headquarters which the Unit had recently taken over, the visitors were entertained to lunch. On proposing a vote of thanks for the Unit's hospitality, Lieut.-Cdr. Maundrill stated that members of the branch present were so impressed by the work done by all concerned for the Unit, and by the cadets themselves, that they wished to make a grant of £50 to the Unit funds. He also said that the ladies' section of the branch would be organising social events in Beer to raise money for the Unit.

HEADQUARTER'S NEWS

THE 1966 Annual Conference will be held in the Royal Commonwealth Society's Theatre, as in the previous two years, on Saturday, July 30.

The annual parade and reunion for 1966 will be held on Saturday, October 29. The reunion will be held in the Royal Festival Hall, London.

Admiral of the Fleet, the Earl Mountbatten of Burma, has indicated his intention to reduce his many commitments, and in pursuance of this decision has assured the governing body of the Royal Naval Association that, although he has a deep, and abiding, interest in the Association, he has asked to be relieved of the office of deputy president.

Chaplain of the Fleet, the Very Reverend Thomas Crick, C.B., C.B.E., M.V.O., has been appointed a vice-president of the Association. The office of Honorary Chaplain to the Association has been accepted by Chaplain of the Fleet the Very Reverend Archdeacon R. W. Richardson, C.B., Q.H.C., M.A.

Admiral Sir Charles Madden, Bt., G.C.B., has been appointed a vice-president of the Association.

Because of failing health, Cdr. T. Woodroffe, R.N., who has been a vice-president of the Association since its inception, finds it necessary to relinquish his vice-presidency. The wise guidance he always brought to bear on matters affecting the Association will be missed.

The Chaplain accepted his office in rhyme

WHEN the annual dinner of the Dorking branch of the Royal Naval Association was held recently, the guests, welcomed by the president, Shipmate W. Burgess, and the chairman, Shipmate W. Clark, and their wives, included members of the Twickenham branch of the association. The guest of honour was the Rev. J. Roundhill, who was accompanied by Mrs. Roundhill.

Following a very fine dinner, the loyal toast was proposed by the Rev. J. Roundhill, and in rhyme he then told the members how pleased he was to be asked to become the branch chaplain, an office he was glad to accept.

Shipmate W. Clark, the branch chairman, proposed the toast of the guests and in reply Shipmate W. Clifton, chairman of the Twickenham branch said how his members always enjoyed visiting Dorking, which they had been doing ever since the Dorking branch was formed in 1951.

COLLECTION FOR EX-NAVY MEN

'Hookey' Walker, of the Star and Garter Home, Richmond, was a member of the Twickenham party. He spends much of his time acting in a liaison capacity between the home and branches of the association.

During the evening a collection was made on behalf of the ex-Navy men in the home.

In appreciation of the assistance given over the years by three friends of the Dorking branch, honorary membership badges were presented by Shipmate R. Vincent, branch secretary, to Mrs. Rose Gray, Mrs. Lily Ayling and Miss Pauline Robins.

Evenings such as the one enjoyed by Dorking entail a large amount of work and organising, but are always well worth while. The recent dinner went all too quickly and thanks are due to those who did such a good job. Special mention should be made, however, to the Wren member, Rita Jenner and Mrs. Vincent who made up the carnation adornments for all the ladies and to 'Geoff' Bowers, who made the piano 'talk' during the social which followed the dinner.

SHIP'S BELL WANTED

ANY branch of the Royal Naval Association which has a spare ship's bell and lifebuoy would earn the gratitude of the Tamworth branch if they were to get in touch with the Tamworth secretary (J. Ingram, c/o The Park Inn, Kettlebrook, Tamworth).

The Tamworth branch has been in existence only a short while, but the hard work of the six founder members has resulted in a branch now over 30 strong, including two ex-Wrens.

During its life of just over a year the branch has had a couple of Children's Christmas Parties, an outing to Rhyl, celebrated its first birthday with a party during which the 'main-brace was spliced,' held its first Trafalgar Day dinner, and ran social evenings once a month.

Celebrated second birthday with new bar

WHEN the 'Valiant Club,' headquarters of the Barrow branch of the Royal Naval Association, and named to commemorate the launching of the submarine Valiant, celebrated its second anniversary recently, a £500 extension to the bar was officially opened, in the presence of most of the 150 members of the branch.

The extension, known as the Ensign Bar, is on the second floor of the club and has been converted from an old lumber room. Now well lit and newly decorated the new bar is an acquisition of which the members can be proud. Considering that the branch has been in existence for only two years, the members are rightly proud of their achievement.

Shipmate R. Perry, the branch chairman, introduced Mr. David Whammond, the branch vice-president, who conducted the official opening ceremony. Among the guests were Mr. J. Aston, Chief Constable of Barrow, and Chief Inspector D. Barr. A buffet was provided by the ladies of the club.

FOUR HUNDRED AT NOTTINGHAM BALL

YEAR by year a naval ball is held in Nottingham and the 1965 ball, held on Trafalgar Day, was, as always, an unqualified success, over 400 people being present in the Sherwood Rooms, Nottingham.

The ball committee was composed of members of the two branches of the Royal Naval Association in Nottingham, Nottingham and the Sherwood and Arnold branches, local Sea Cadets, R.N.R. members, and representatives from the Royal Marine Association and the R.N.V.(S.R.).

Guests of honour were Rear-Admiral A. D. Torlesse, C.B., D.S.O., and Cdr. M. B. P. Franklin, D.S.C., R.N., the High Sheriff of the County.

A guard of honour from the local Sea Cadet Unit was present and the ceremonies of Sunset and Colours were part of the proceedings.

RED BARREL

for men who can handle a fistful of flavour



RED BARREL - WATNEYS KEG

RESETTLEMENT

From Naval to Civilian Employment

TAKE HEED FOR THE MORROW

FOR Royal Naval personnel, officers and ratings alike, successful resettlement means taking a careful look at what is already in their hands and then putting something as good or better in its place.

Re-engagement is one form of resettlement and must be given very serious consideration as it offers a continuation of a good way of life, good pay, security, a good pension and gratuity, assistance with house purchase, and numerous other benefits. Some men gain a commission, others become up-graded not only in rate but also in status and many pensioners obtain supervisory posts on final release. The pensioners, aged, say, 40 years, can offer a civilian employer a good record, integrity, stability, 25 years' further service, the ability to take charge, good common sense, a sense of justice and fair play, self-control, the ability to be co-operative—all of these are valuable assets which arise out of continued Naval training and experience and if to them are added some job skills or the ability to learn the technical side of a post how much more does a civilian employer require? These are the reasons why the pensioner is easy to place on leaving the Service especially if he is initially mobile.

LEAVING THE SERVICE

The man who decides to leave the Service on completion of engagement should first of all see his Ship or Establishment Resettlement Information Officer (R.I.O.). At Portsmouth or Plymouth he is well advised to visit also the Naval Resettlement Information Officer (N.R.I.O.) who maintains close co-operation with the Ministry of Labour, and let it be said straight away, that such a visit

can be arranged at any time prior to release. In Scotland the N.R.I.O.'s functions are performed by the Staff Instructor Officer at Rosyth. Abroad they are performed as far as is possible by Command or Fleet Resettlement Information Officers.

Both the R.I.O. and the N.R.I.O. will advise on:

(a) *Examinations* of value for civilian employment.

(b) *Pre-release vocational*



An informal discussion on advertising for the recruitment of personnel for Messrs. Proctor & Gamble Ltd. Shown in the picture are Mr. W. N. Wood of the firm, Lieut.-Commander J. H. Cook, R.N. (National Association for Employment of Regular Sailors, Soldiers and Airmen), Lieut. (S) H. R. Berridge, R.N. (Editor, 'Navy News'), Lieut.-Commander C. D. Munden, R.N. (Naval Resettlement Information Officer), Mr. J. Le Brun (Advertisement and Circulation Manager, 'Navy News'), and Mr. H. Wyatt (Officer of the Ministry of Labour)

training. There are various training schemes which may be available.

(c) *General vocational guidance.* Finding civilian occupations in which to make the best use of Service training and experience.

(d) *The Government Vocational Training Scheme.* For full up-to-date information always see your N.R.I.O. Training to a trade is most important when planning for from 25 to 38 working years ahead.

UNION RECOGNITION

A Service trade may be recognised by a trade union but the conditions governing eligibility for membership vary according to the trade and the union concerned. Many unions make it a condition that appli-

This article is published so that naval personnel may be further informed of the facilities offered for good resettlement by the Naval Resettlement Organisation in conjunction with the Ministry of Labour and the National Association for the Employment of ex-Regular Sailors, Soldiers and Airmen.

cation must be made by a Service man while he is still serving. Failure to do so may cause unnecessary difficulties so that men are strongly advised to apply for membership within the prescribed time limit. Advice on joining a union may be obtained from Defence Council Instructions or the R.I.O. It is often of benefit to visit a local secretary of the union concerned—his name and address



Mr. S. S. Gatrell, the Assistant to the Naval Resettlement Information Officer, Portsmouth

may be obtained from the Employment Exchange in the selected area. Eligibility for recognition by other professional bodies may also be possible and the R.I.O. will be pleased to advise.

RESETTLEMENT SERVICE

The Resettlement Service exists to help ex-Regulars to find suitable employment. It includes the Ministry of Labour's Employment Exchanges, the National Association for the Employment of Regular Sailors, Soldiers and Airmen, with its Head Office at 4 Buckingham Palace Mansions, Buckingham Palace Road, London, S.W.1, and the Naval Resettlement Organisation, under the Director Naval Education Service, providing up-to-date information on resettlement matters, particularly about training schemes and opportunities for employment. The National Association above (NAERSSA) also includes Service women and helps all applicants whose character on discharge is not less than 'good.' The address of the nearest branch of the Association can be obtained from the Employment Exchange, District Post Office, or from the Resettlement Officer.

There are 12 Resettlement Committees, representative of both sides of industry—employers and workers—which cover the whole of Great Britain and Northern Ireland. They do all they can to increase the opportunities of employment open to those whose regular service is coming to an end.

Officers of the Ministry of Labour and of the Naval Resettlement Organisation work in close co-operation to help all serving members of the Naval Services, including W.R.N.S. and Q.A.R.N.N.S., to equip themselves for suitable jobs on their return to civilian life.

The Employment Exchanges have vacancies of many kinds and are always ready to help with employment problems. In every Exchange there is an officer whose special duty it is to help ex-Regulars. If possible the officer should be visited prior to the commencement of terminal leave because personnel can accept civilian employment during leave.

If work cannot be found in a person's home area he may be eligible for financial assistance under the Ministry of Labour Transfer Schemes which are designed to help men and women to take work in other areas either for the purpose of resettling there permanently or until such time as work becomes available nearer home.

SPECIAL REGISTERS

Some of the large Employment Exchanges of the Ministry

of Labour provide a placing service for men and women seeking employment in professional, senior executive and managerial positions. They also cater for young men and women seeking management or executive trainee posts.

Personnel with, or even without, professional or other qualifications which fit them for posts of this kind may obtain information and help from these special exchanges the addresses of which may be obtained from any Employment Exchange or the R.I.O. but a prior visit to the N.R.I.O. is advised.

Booklets dealing with individual professions and occupations may be studied at any Employment Exchange or at the N.R.I.O.'s office. They may also be purchased from booksellers.

(a) *Civil Service.* For many years ex-Regulars have had a prior claim to certain jobs in the Civil Service, for example, postmen, office messengers and industrial employment in the Royal Dockyards and Royal Ordnance Factories. A much wider field of opportunity now exists. For almost all posts in

(Continued on page 12)

MINISTRY OF DEFENCE

ROYAL NAVAL AIRCRAFT YARD FLEETLANDS, GOSPORT

Fleetlands has vacancies for

qualified ELECTRICAL FITTERS (for Radio and Radar components)

AIRCRAFT/ENGINE FITTERS (for Naval aircraft and components) and

FITTER and TURNERS (to work to precision limits)

Ex-Service tradesmen will also be considered. In addition to an incremental pay scale rising from £13 9s. 0d., by three yearly increments to £14 11s. 0d., with further progression to £15 6s. 0d., and £15 16s. 0d., on a percentage basis, there is a good individual bonus scheme. There are also opportunities for immediate advancement to Naval Aircraft Inspector and Progressman/Planner Technical with enhanced rates of pay. Prospects of Non-Industrial Technical status. Day release is given to enable employees to obtain technical qualifications such as the Ordinary and Higher National Certificates.

LABOURERS

and

SKILLED LABOURERS

are also required. Rates of pay from £10 18s. 0d., to £12 5s. 0d. Staff Canteen. Sports and Social Club. 5-day 40-hour week. Further details on application to

Superintendent, R.N.A.Y., Fleetlands,
or ring Mr. Adlam, Fareham 2362

A Really Worthwhile Job

C. H. BERNARD & SONS LTD.
NAVAL & CIVILIAN TAILORS AND OUTFITTERS
ANGLIA HOUSE, HARWICH, ESSEX

have several openings

for sales assistants and representatives at their branches in the United Kingdom. These are interesting and permanent positions. Training given to suitable applicants, particularly men who are leaving the Royal Navy. Opportunities would be given to make short visits to various parts of the world when fully trained. A basic salary is paid plus opportunity to earn commission and bonus, and a pension and Life Assurance scheme is in operation. Applications should be made to:

Mr. J. Carter, Director, at Harwich.

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MACHINE TOOL FITTERS TOOLROOM MACHINISTS

Are you earning less than £21 for 40 hours?

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If you are, and you would enjoy working on up-to-date plant in a modern factory, you may be suitable for employment with this Company. The above earnings can be augmented by overtime working, and excellent conditions of employment include participation in the Company's Pension and Sickness Benefit Schemes.

Further details of these vacancies can be obtained from the Personnel Officer, Parsons Chain Company Limited, Worcester Road, Stourport-on-Severn.

Would £20—£90 a week satisfy YOU?

The man in the car could be YOU! The house and family could be YOURS! — with you in a new job, a new life—a HAPPIER life—an Outdoor Salesman calling on shops or factories, farms, or garages—dealing with PEOPLE — at £20-£90 a week (the present-day range of earnings of Britain's 250,000 Outdoor Salesmen). You need no previous experience — no great education — just plain common sense, plus determination, plus good training. If you are 18-50 . . . intelligent . . . want more of the good things of life — both for yourself and your family — this is what you can DO about it! The National School, with its top record of success, offers you specialist training — by world experts — in Outdoor Selling. This plus Guaranteed Appointments Service can get you a flying start whilst others are still groping! You sell more — because you sell as world experts have shown you. You earn more — because pay is geared to results.



You train at home, in your spare time. Many of those big-money Salesmen you see driving around (car is usually provided) got their jobs this way — and all, remember, were once inexperienced. You start on FREE TRIAL — if not completely satisfied, you just send Part 1 back! If you too have the WILL to get on (not otherwise, as this is essential) send for more complete details — with CHECK-ABLE PROOF of big success. See how men, much like you, now enjoy a home and living standard once beyond their dreams! — how with specialist training and Appointments Service, the chance is yours too. It's a fair offer — an honest offer. No obligation whatever. Just clip the coupon — now.

Nearly 90% of those for whom we find new jobs reach success first time. If those who need a second try are included, the ratio is over 90%! (Records can be inspected.) We cannot know the ratio re those who get their own jobs, but have reason to believe it is similar. If you too have the will, we can help you too to big success.

fixed, you just send Part 1 back! If you too have the WILL to get on (not otherwise, as this is essential) send for more complete details — with CHECK-ABLE PROOF of big success. See how men, much like you, now enjoy a home and living standard once beyond their dreams! — how with specialist training and Appointments Service, the chance is yours too. It's a fair offer — an honest offer. No obligation whatever. Just clip the coupon — now.

a home and living standard once beyond their dreams! — how with specialist training and Appointments Service, the chance is yours too. It's a fair offer — an honest offer. No obligation whatever. Just clip the coupon — now.

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for Large Marine Gearboxes
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Apply in writing:

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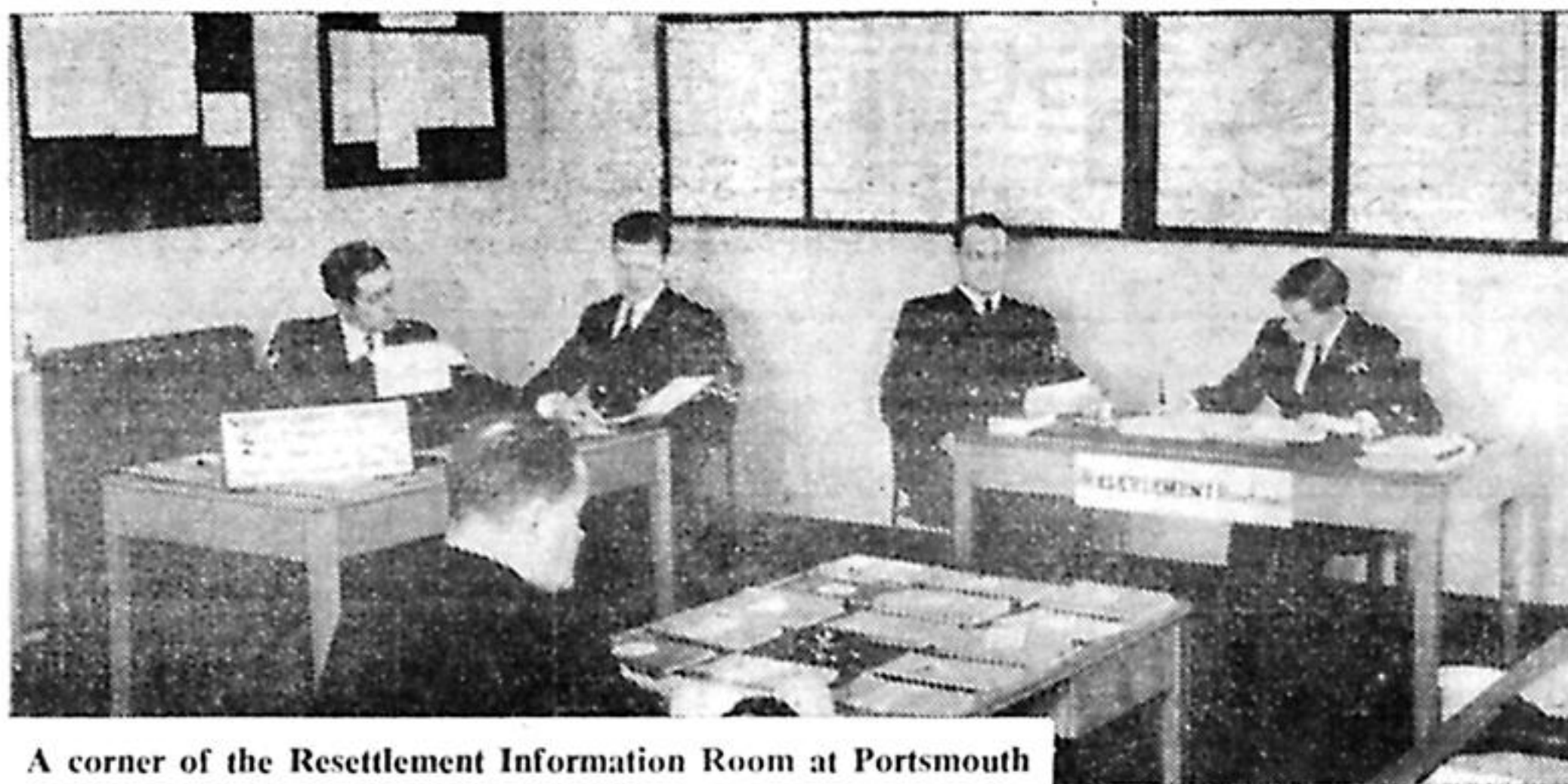
INCREASED SALARIES

Vacancies for CONSTABLES exist in the Admiralty Constabulary. Commencing salary is £630 a year, increasing by nine annual and one special increment to a maximum of £915 a year. Uniform and boots provided. Excellent opportunities for promotion to Sergeant — after two years' service — with a commencing salary of £990 a year, increasing by two annual increments to £1,070. Candidates must be of exemplary character, between 19 and 50 years of age, at least 5 ft. 7 in. in height (bare feet), and of British Nationality. They will be required to pass a medical examination and an educational test (unless holding a Service Certificate of Education).

Apply in writing to the Chief Constable, Admiralty Constabulary, Ministry of Defence, Empress State Building, London, S.W.6, or to any Employment Exchange.

Serving Naval personnel should apply through their Commanding Officer.

RESETTLEMENT—PLANNING FOR THE FUTURE



A corner of the Resettlement Information Room at Portsmouth

SPECIAL OPENINGS . . .

(Continued from page 11)

the Civil Service which are filled by competitive examinations the ex-Regular can deduct his period of regular service from his actual age so as to bring him within the age limits. For some Civil Service grades a proportion of vacancies filled by examinations is reserved for ex-Regulars, and in the clerical and executive classes, at whatever age they leave the Service, they can take a special examination designed to test general intelligence and education rather than book-learning.

(b) Local Authorities. There are special arrangements for those who wish to enter clerical employment under Local Authorities. Some Service Educational Certificates exempt ex-Regulars from the usual qualifying examination for clerical employment. The Greater London Council grants an age concession to ex-Regular graduates who wish to apply for appointment to administrative staff. There are also openings for ex-Regulars in other Local Authority grades (e.g. as Public Health Inspectors) and in the

Police, Fire and Ambulance Services.

(c) Nationalised Industries. These give special consideration to ex-Regulars either in offering preference for engagement or in relaxing the normal recruiting age limits in their favour.

(d) Other Openings. Some Education Authorities have agreed to give special consideration to suitably qualified ex-Regulars for training as teachers, even if they are many years beyond the normal age of entry to the profession. Ex-Regular physical training instructors with reasonable academic qualifications can be trained as teachers at a special course arranged for them through the Ministry of Education. For other occupations, calling for special qualities of skill or character, ex-Regulars are favourably considered; these occupations include the Merchant Navy, the Civil Airlines, the Salvage Corps, the Prison Service, the Coastguards and various Security Services.

Information of these and many other jobs may be obtained from the Naval Re-

settlement Information Officers, the Employment Exchanges, the National Association for the Employment of Regular Sailors, Soldiers and Airmen.

Pre-Release Courses. There is a pre-release training scheme available for men who have completed nine years or more

(Continued on page 18)

NATIONAL ASSOCIATION FOR EMPLOYMENT OF REGULAR SAILORS, SOLDIERS AND AIRMEN

CALLING ALL SAILORS

DO YOU KNOW

that the National Association for Employment of Regular Sailors, Soldiers and Airmen exists to assist men who have served with the Regular Armed Forces to re-establish themselves in civil life on completion of their Service and to find employment for them? It gives its services free.

There is a Branch of the Association operating in the locality of your home and you can get the address of your Area Jobfinder either from your local Post Office or from the Royal Air Forces Association.

The Head Office of the National Association for Employment of Regular Sailors, Soldiers and Airmen is:

4 Buckingham Palace Mansions
Buckingham Palace Road
London, S.W.1



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SHEET METAL WORKERS
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PAINTERS
(SPRAYSHOP & SHIPWORK)

E.V.T. COURSES CAN BE ARRANGED

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You will be trained and E.V.T. Courses can be arranged. You must possess a Driving Licence. Starting salary is £17 per week including Accommodation and Pension. 2/3 weeks holiday per annum.

The Company is National with Branches throughout Great Britain.



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Mars Limited manufactures a wide range of confectionery in two ultra-modern factories in Slough. Our production lines are highly mechanised and extensive use is made of continuous flow process techniques. We are an expanding and vigorous Company and career prospects and conditions of service are exceptionally good.

This continued expansion has resulted in new vacancies for the following:

Refrigeration Engineers

To maintain a wide variety of Refrigeration and Air-conditioning Plant and steam and compressed air supplies. Applicants should have a good knowledge of refrigeration but training will be given in those fields in which they are inexperienced. The starting salary on shift work will be £23 11s. 5d. with regular increases thereafter.

Maintenance Engineers

To maintain process plant and wrapping machinery. Applicants should have served an Engineering Apprenticeship and be experienced in either pumps, gearboxes, etc., or high-speed machinery. The starting salary is £21 19s. 8d. on day work and £23 19s. 8d. on shift work.

Electronic Engineers

To work on the Development and Maintenance of Process Control Systems. Applicants should have reached at least O.N.C. standard in electronic engineering and experience with digital circuits, relays or servo-mechanisms would be a useful asset. The starting salary will be not less than £23 per week on day work and could be as high as £27 per week for the right man.

Fringe benefits include generous non-contributory social security scheme, three weeks' annual holiday and Christmas bonus.

Please apply in writing to the Personnel Officer, Mars Limited, Dundee Road, Slough, Bucks.

TECALEMIT (ENG.) LIMITED PLYMOUTH

INVITE

Men and Women approaching release from the Royal Navy and Royal Marines, who seek permanent employment in Devon, to visit our modern factory covering 60 acres and employing 2,500 Personnel in:

**Hydraulic Filtration Lubrication
Plastic Extrusion and Precision
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Please call or write for further information to Mr. A. J. E. Brown, Employment Officer.

IMMEDIATE & FUTURE VACANCIES FOR BOILER ENGINEERS

Insurance Company's Engineering Dept. requires Engineer Surveyors for inspection of boilers and all types of pressure plant. Applicants must hold First Class M.O.T. Certificate with Steam Endorsement, or equivalent qualifications. Pre-release training arranged for suitable applicants shortly leaving the service.

Starting salary £1,100 rising to £1,575 a year (Engineer Surveyors' Assn. scale). Car supplied. House purchase facilities available. Good non-contributory pension and life assurance schemes.

Immediate vacancies in Staines, Watford, Leamington and Manchester areas. Write regarding these or future vacancies, giving full details of training, qualifications and experience to:

The Manager, Engineering Department
**GENERAL ACCIDENT FIRE AND LIFE
ASSURANCE CORPORATION LIMITED**
General Buildings
Aldwych, London W.C.2

RESIDENT ASSISTANT HOUSEKEEPER

An assistant for the resident housekeeper is required at the country head office in Surrey of a leading Insurance Company. The responsibilities of the housekeeper include domestic personnel and security of a large modern office building. Candidates should preferably be under 50 years of age and married. Commencing wage will be £13 per week. Wife will be required to undertake domestic duties with own wage. A knowledge of oil-fired boiler installations is essential. A modern self-contained flat with all services will be provided but will accommodate man and wife only. Please apply, stating age and experience to **Navy News**, Box No. 97.

DON'T LOSE CONTACT!!

You can keep in touch with submarines and other units of the Fleet, and help to maintain the ships you have served in, by working in Chatham Dockyard, which is being speedily adapted to meet the needs of the nuclear fleet of the future.

IMMEDIATE VACANCIES EXIST FOR

**SHIPWRIGHTS
ENGINE FITTERS
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SHIP FITTERS
SMITHS
PAINTERS
COPPERSMITHS
BRICKLAYERS
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SKILLED LABOURERS (to assist
Craftsmen and for other duties)
UNSKILLED LABOURERS**

Previous Dockyard experience not essential

Average weekly earnings:

CRAFTSMEN £17-£20

SKILLED LABOURERS £13-£14

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The Dockyard is engaged on a steady, interesting programme of work, building submarines for the Royal Canadian Navy, in addition to a variety of refitting and modernisation work on ships of the Fleet.

CONDITIONS.—Working conditions are good. Excellent record of safety. Modern welfare facilities. Generous holidays. Sick pay after six months service. Release gratuity after 5 years. **OPPORTUNITIES.**—Permanent service with non-contributory pension. Promotion to Charge-man, Technical Grade Officer and Draughtsman.



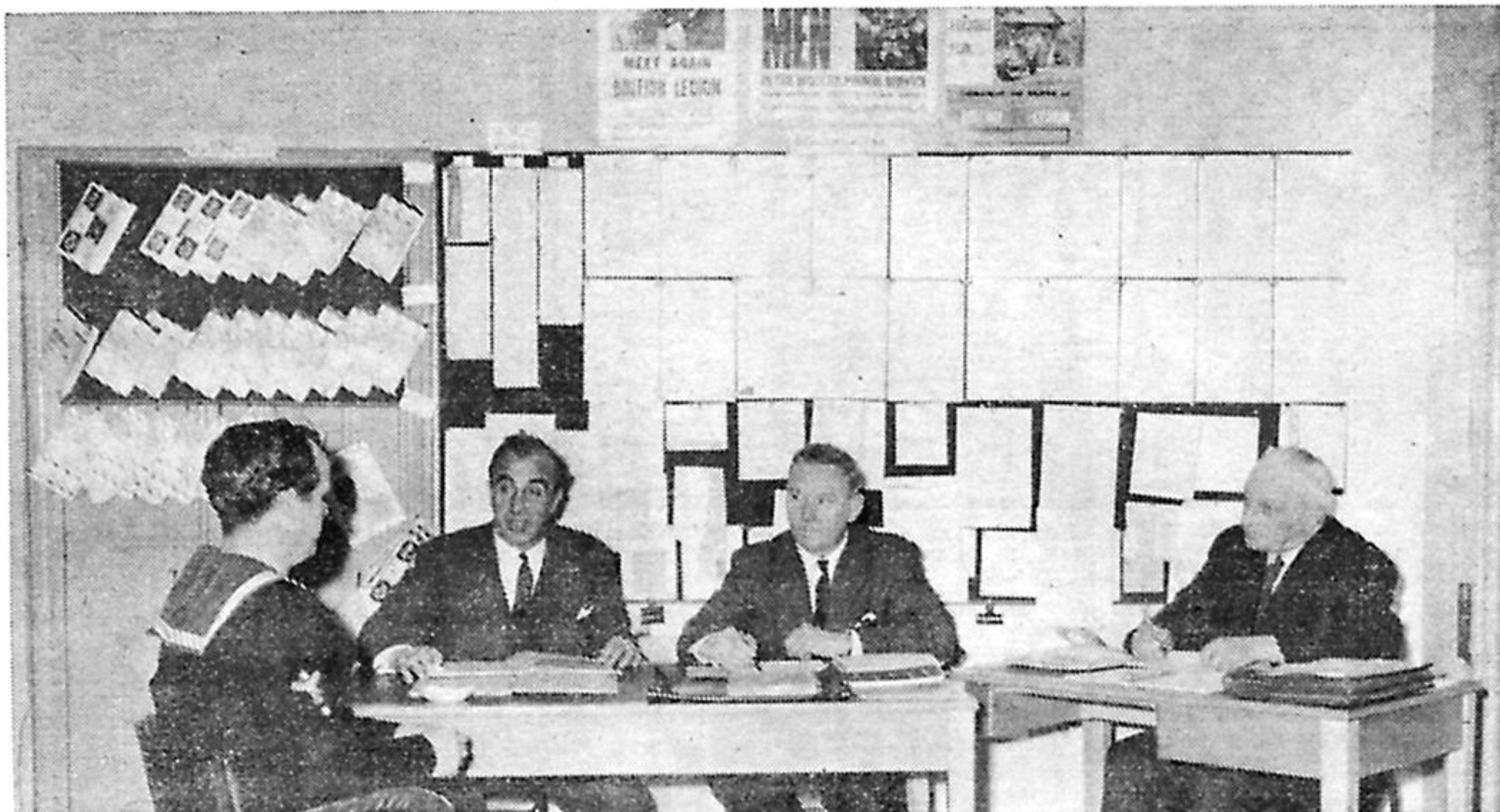
APPLY or write for further details of an interesting job, vital for national defence, to:

PERSONNEL MANAGER (Dept. N/N)

Telephone: Medway 44422, extension 2206

H.M. DOCKYARD, CHATHAM

RESETTLEMENT—PLANNING FOR THE FUTURE



A Resettlement Interview Board in the Resettlement Office, H.M.S. Drake. An Engineering Mechanic is being interviewed by the Naval Resettlement Information Officer (Mr. J. Cummin), and representatives from the Ministry of Labour and the National Association for the Employment of Regular Sailors, Soldiers and Airmen

All to gain and nothing to lose

(Continued from page 13)

senior officers and, exceptionally, senior ratings may also be admitted to them. The courses are held at commercial and technical colleges, in the main centres of industry up and down the country, and may be taken either before release from the Services by permission of the Service authorities, or after release.

Further information about these courses and the method of applying for them can be obtained from your R.I.O. and N.R.I.O. or from any Employment Exchange after release.

GET WITH IT

Mention of the Resettlement Interview Boards which are convened in Portsmouth, Plymouth and Rosyth, has been kept to the end of this article because it is at these Boards that a serious search for civilian employment usually starts and frequently ends. They were inaugurated in early 1959 by the late Sir Frederick Hooper to provide a means whereby Naval personnel could meet in a Naval Establishment not only their

own N.R.I.O. but also an experienced executive officer of the Ministry of Labour and a representative of the National Association to discuss quite freely the problems of resettlement, to obtain advice and guidance, to get practical help.

The real function of the Board is to advise on planning for the years ahead rather than job-finding, but frequently the interview does result in a suitable post being found after an examination of the circumstances, commitments and wishes of the applicant. Unlike the other Services, Royal Navy personnel attend a Board on a purely voluntary basis and here it is as well to repeat what has been said before in 'Navy News': "People who do attend have all to gain and nothing to lose."

Again, the mechanics of obtaining a Resettlement Board interview will bear repetition. The steps are (1) Complete Form E.D.828—Registration for Civilian Employment—in triplicate, mark them 'Interview Required' and get them forwarded to the N.R.I.O. (The forms may be obtained from the R.I.O. of the ship or establishment or from the Ship's Office.) (2) The N.R.I.O. will arrange for a date, time and place for Board interview. (3) After the interview copies of Form E.D. 828, with comments, will be sent to the home local Employment Exchange and to the nearest office of the National Association so that further assistance may be offered locally. Interviews may be requested at any time prior to release and sometimes a period of three years is not too much especially if the gaining of further qualifications is involved.

It is true to say that the Board is quite competent to advise on any of the aspects of resettlement already mentioned

(Continued in column 5)

MAKE USE OF THE INTERVIEW BOARDS

IN H.M.S. Drake, Plymouth, Resettlement Interview Boards are held on the second and fourth Thursdays of every month, and are attended by a representative of the Ministry of Labour and a representative of the Regular Forces Employment Officer of the area.

Reports are forwarded to the Ministry of Labour in the applicant's home town and to the Regular Forces Employment Officer of the area on completion of these interviews and, before the applicant commences his terminal leave, these organisations are on the look-out for suitable employment for him. Very often this leads to instant employment on the commencement of leave.

It is important, however, that form E.D. 828, the Ministry of Labour form, which is held by the Resettlement Officers of ships, is rendered to the Naval Resettlement Officer of H.M.S. Drake, or R.N. Barracks, Portsmouth, at least three months before terminal leave is due to start. This ensures that the applicant can be interviewed at least a month before leaving the Service.

In the picture above, behind the members of the Interview Board, can be seen the 'Situa-

tions Vacant,' which is kept up to date daily as jobs come in from all parts of the country. Over 100 posts are advertised and a visit might find just the job the applicant is looking for.

Stop Press

The Ministry of Labour (Plymouth) states that the rating being interviewed in the above picture has been placed as a Trainee Tool Setter.

In H.M.S. Drake the Information Office is open at all times, with the Naval Resettlement Information Officer to help people in their quest. The next time your ship is in port, why not pay him a visit?

(Continued from column 4)

in this article and on many other problems of future employment. The Board will advise on prospects on how, when and where to make applications and give useful hints which may lead to success. The Board will even arrange interviews with civilian employers and should the applicant be undecided as to what line to follow will discuss a whole range of possibilities.

Plan for tomorrow—it'll come

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RESETTLEMENT—PLANNING FOR THE FUTURE



A Resettlement Interview Board in progress. A.B. R. W. Green, Lieut.-Cdr. J. H. Cook, R.N., Lieut.-Cdr. C. D. Munden, R.N., and Mr. H. Wyatt

Training before release . . .

(Continued from page 12)

service (seven years for W.R.N.S. and Q.A.R.N.S.). The courses are of 28 days' duration and are held at the Vocational Training Centre, Royal Naval Barracks, Portsmouth, at other Service Resettlement Centres, or by attachment to a civilian firm. There are courses in a variety of subjects, courses aimed at 'conversion' from Naval to civilian practice, and courses which help to prepare for competitions for entry into the Civil Service, the Police and Local

Authority employment. It is not generally known that a pre-release attachment course with the Prison Service may be arranged through the N.R.I.O. and is acceptable for exemption from the initial period of training as a prison officer.

A pre-release course is in no way a substitute for the longer and more comprehensive Government Training Course but may provide a useful introduction to it.

Introductory Courses for Potential Supervisors. Courses of four weeks' duration are available pre-release to senior ratings who are considered suitable for supervisory employment in industry. The course is intended mainly for non-technical men but technical tradesmen who have neither practised nor supervised in their trade for some years may also be considered exceptionally.

Selection for the courses is in two stages:

(1) An interview with the Command Selection Board consisting of the N.R.I.O. and a representative of the Ministry of Labour, and (2) An interview with a panel convened by the Ministry of Labour. The courses are held at the Ministry of Labour Headquarters in London and have provided a valuable way of entry into worth-while posts in industry and commerce especially for

pensioners some of whom have proved the course to be a stepping-stone to managerial level. Further information and advice and application forms may be obtained from the N.R.I.O.

TRAINING AFTER RELEASE

The Ministry of Labour provides training under the Government Vocational Training Scheme for a wide range of skilled trades. Serious consideration must be given to such training because it provides the way to step out of the ranks of unskilled and semi-skilled into those of the skilled thereby gaining a more interesting way of life, better pay, prospects and 'perks' and greater security.

The normal duration of a course is six months, although a few are a little longer, but none last longer than a year.

Normally, courses are run in Government Training Centres situated in various parts of the country but it is possible for some to be arranged as necessary on an individual basis in technical colleges or in employers' own establishments.

Tax-free allowance are paid during training in addition to any Service or disablement pension. The amount varies according to the number of dependants and whether the training is being taken locally or

away from home. A wife's earnings are not taken into account.

In considering any person for inclusion in a course the Ministry of Labour has to be satisfied that he or she is suitable for training and that there are really good prospects of finding employment in the trade after training.

Full details of the scheme may be obtained from an Employment Exchange or from the Naval Resettlement Information Officer. It is important to remember that applications may be made as soon as a man is within his last three months of service.

BUSINESS TRAINING SCHEME

The training provided under the Business Training Scheme consists of six-week Re-Orientation Courses. Their aim broadly is to provide re-orientation from Service to business life and to serve as an introductory step to industry and commerce. They are intended mainly for officers of middle and senior rank who wish to take up a business career at junior or middle management level; suitable less

(Continued on page 14)

THE GUIDE TO THE PROSPECTIVE AIRCRAFT ENGINEER

with all details of the Licences and Examinations of the AIR REGISTRATION BOARD

Foreword by

R. E. HARDINGHAM, C.M.G., O.B.E., F.R.Ae.S., Chief Executive, A.R.B.

SIR VERNON BROWN, C.B., O.B.E., M.A., F.R.Ae.S., Central Examining Authority, S.L.A.E.T.

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Further particulars and forms of application from the undersigned, to be returned not later than 31st January, 1966.

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51 Boreham Road, Warminster, Wilts.

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(N.N.1)

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Bristol Siddeley Engines Limited,
Small Engine Division, L/80/65
Leavesden, Watford, Hertfordshire.

The Personnel Manager,
Bristol Siddeley Engines Limited,
PO Box 17, Park Side, L/80/65
Coventry, Warwickshire.

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'Pele' meets the Royal Navy



When the Navy's Ice Patrol Ship, H.M.S. Protector, called at Santos, Brazil, on passage to the Antarctic, soccer enthusiasts from the ship were invited to watch the players of Santos Football Club in training. The star attraction was, of course, 'Pele,' the famous Brazilian World Cup inside forward—seen in the centre of the group of ratings. The other two Santos players are (left) centre forward Coutinho, also a member of the National team, and Laieau, the Santos centre half. Protector will be away until next summer—when the World Cup finals take place in England.

NAVY CUP FOR THE ISLAND

THERE was only one hour of sunshine at Portsmouth on December 8, but for H.M.S. Excellent in general, and its fine soccer team in particular, it was a glorious day. With only ten men for 83 minutes of the game, they beat the Royal Marines from I.T.C. Lympstone, Devon, in the Navy Cup Final by the only goal of the match, scored in the 71st minute.



C.P.O. Coates, captain of the H.M.S. Excellent team, receiving the handsome Navy Cup from Cdre. E. M. B. Hoare, Chief of Staff to the Commander-in-Chief, Portsmouth

who had been taken to R.N. Hospital Haslar with a broken leg following a tackle in the seventh minute.

The Marines' right winger, James, had to leave the field for the last 20 minutes with an injured ankle.

It was a fine match and despite the handicap of playing with only 10 men the Excellent team played coolly and intelligently. And it was the fine work of the Marines' skipper, Higgins, and the goalkeeper, Allen, that prevented the Whale Island team from scoring on many occasions.

The only goal was scored by Colin Gray, inside right, who plays in the right back position for the Navy team. The ball had been in the Excellent penalty area and was sent out to the right wing. Hunt put the ball inside and Gray, with a hard drive, shot it just wide of goalkeeper Allen's fingers.

Although the Royals were mostly on the defensive, the Excellent team did not have matters all their own way. On at least two occasions it was only brilliant goal keeping by Ward that saved Excellent.

The Whale Island skipper, veteran C.P.O. Coates, who has been playing football for over 20 years, and who played a big part in his team's win by coolly directing affairs, considered the winning of the Navy Cup, the first time it has gone to Whale Island for 28 years, one of the highlights of his long career. As he kissed the cup after the presentation he said to his team mates: "Thank you, lads. I am proud of you. You gave everything you had." With this sentiment the large crowd agreed.

Before the match, Wrens, wearing toppers and stockings in the H.M.S. Excellent colours, carried a 'Play up Whaley' banner around the field.

Teams:
Excellent.—Ward, Fairgrievs, Kerr, Coates, Wile, Gibson, Hunt, Gray, Gilder, Twine, Roberts.

I.T.C. Royal Marines.—Allen, McGuinness, Wilson, Parker, Higgins, Smedley, James, Prescott, Charlesworth, Warren, Hotchkiss.

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Twenty years of football—still going strong

BORN at Watford on October 16, 1929, Chief Petty Officer James T. R. Coates, a Physical Training Instructor, joined the Royal Navy as a Boy Entry in 1945, commencing his training in H.M.S. Ganges. It was at Ganges that he started playing football, eventually captaining H.M.S. Ganges Boys' team.

On joining H.M.S. Belfast in 1946 his football skill developed and on his return to the United Kingdom he had games for R.N. Barracks, Portsmouth, and H.M.S. Excellent. He was then an Ordinary Seaman. He steadily improved and in 1948 played his first game for the Royal Navy.

C.P.O. Coates now holds 12 "R.N. Caps" against the Army

and R.A.F. At present he continues to represent the Royal Navy and is captain of the Royal Navy XI, and should play against the Army and R.A.F. in March of this year. On two occasions he represented the Royal Navy when that Service won the Inter-Services Tournament.

International honours have also been his lot, playing for



C.P.O. James T. R. Coates.

Tourists in Devonshire



An unusual setting for Surrey's Ken Barrington. The M.C.C. Tourists visited the guided missile destroyer H.M.S. Devonshire at Garden Island, Sydney, and two of the ship's cricket enthusiasts found little difficulty in obtaining Barrington's autograph on their cricket bats. They are C.P.O. 'Pat' Trivett, of Brockhurst, Gosport (left) and E.A. (Air) John Carine, of Douglas, Isle of Man. Devonshire is one of four British warships and three Royal Fleet Auxiliaries which were on a month's visit to seven Australian ports following exercises with American and Australian naval units in the Pacific.

England v. Wales and Scotland in 1955, and versus Ireland in 1956, he was also selected for the Great Britain Olympic Party in Australia in 1956.

In addition to holding League Championship and Navy Cup winner's medals, C.P.O. Coates has won Inter-Command Cup, Challenge Cup and Charity Cup winner's medals, and has represented Cornwall, Sussex and Surrey County Associations.

In civilian football the Kingstons Football Club, in the Isthmian League, has been pleased to call upon his services over a period of 13 years, and while he has not been fortunate enough to win an Amateur Cup winner's medal, he has figured in one Cup Final and two semi-finals.

On December 8, 1965, as reported elsewhere in this issue, all these efforts were well rewarded when he led H.M.S. Excellent to win the Navy Cup against I.T.C., R.M., Lympstone, and the skills of his team were in no small measure due to his team captaincy and training.

Sports Fixtures

THE following sports fixtures have been arranged:

January 8: Hockey, Combined Services v. Midlands, At Aldershot.

January 13: Boxing, Portsmouth Command v. Isle of Wight, R.N. Barracks, Portsmouth, 1930.

January 15: Basketball, Portsmouth District W.E. Tournament, R.N. Barracks, Portsmouth.

January 17: Soccer, Portsmouth Command v. Aldershot Services, Victory Stadium.

January 19: Soccer, Royal Navy v. U.A.U.F.A. Victory Stadium.

January 19: Rugby, Royal Navy v. Newport, Newport Ground.

January 22: Rugby, Royal Navy v. Blackheath, U.S. Portsmouth Ground.

January 22: Hockey, Combined Services v. England under-23, Eastney.

January 22: Fencing, R.N. Officers v. Army Officers, Aldershot.

January 23: Hockey, Royal Navy v. The Hawks, Eastney.

January 25: Boxing, Royal Navy v. The Army, Aldershot.

January 26: Rugby, Royal Navy v. Civil Service, Chiswick.

January 29: Basketball, Portsmouth Command v. Bristol University, Bristol.

February 2: Soccer, Portsmouth Command v. Plymouth Command, (Inter-Command Championships), Plymouth.

February 3: Soccer, Royal Navy v. Civil Service, London.

February 4 and 5: Boxing, Sea Cadet Championships, R.N.B. Portsmouth.

February 5: Hockey, Royal Navy v. Western Counties, Devonport.

February 5: Fencing, Royal Navy v. Army (B), Portsmouth.

February 9: Soccer, Naval Air Command v. Royal Marines, (Inter-Command Championships), Victory Stadium.

February 9: Hockey, Royal Navy v. Oxford University, Eastney.

February 11: Cross-Country, Naval Air Command Championships, H.M.S. Dryad.

February 15: Cross-Country, Portsmouth Command Spring Championships, H.M.S. Dryad.

February 16: Hockey, Royal Navy v. Civil Service, H.M.S. St. Vincent.

February 17 and 18: Badminton, W.R.N.S. Inter-Command Championships, Lee-on-Solent.

February 19: Rugby, Royal Navy v. The Army, Twickenham.

February 23: Soccer, Portsmouth Junior Challenge Cup Final, Portsmouth.

February 23 and 24: Boxing, Volunteer Cadets, R.N.B. Portsmouth.

February 25 and 26: Boxing, R.N. Junior Championships, R.M. Depot, Deal.

February 26: Rugby, Royal Navy v. Harlequins, Twickenham.

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